



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

No. 20,064

號四十六零萬二第

日一廿月八年戌壬

HONGKONG, WEDNESDAY, OCTOBER 11TH, 1922.

三拜禮

號一十月十年一十國民華中

PRICE, \$3 PER MONTH

SUFFERING EYES.
with the progress of modern scientific discoveries should be at a minimum. But SUFFERING EYES will continue just the same if people will not avail themselves of those precious discoveries. We can fit you with glasses that will improve your sight and relieve you from pain.

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Optician,
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INTIMATION

A most Refreshing
Drink for Summer

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With Cold Water.

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GREENER GUNS.

The Far Eastern representative Messrs. W. W. GREENER, Ltd., 29, Pall Mall, London, is at present in Hongkong and all sportsmen are cordially invited to inspect a few sample models "Greener" Guns now being shown at our store.

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5-B, Beaconfield Arcade,
Agents for W. W. GREENER, Ltd.

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FURNITURE AND PHOTO GOODS STORE.

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FRENCH LESSONS.

G. MOUSSON

15, Morrison Hill Road.

PEAK TRAMWAY CO. LIMITED.

TIME-TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m. every 15 minutes	
8.00 " " 10.00 " " 10 "	
10.00 " " 11.00 " " 15 "	
11.30 " " 12.30 p.m. " 15 "	
12.30 p.m. " 2.30 " " 15 "	
2.30 " " 4.00 " " 15 "	
4.00 " " 8.10 " " 10 "	
NIGHT CARS.	
8.50 p.m. to 9.00 p.m. every 30 minutes	
9.30 p.m. to 11.30 p.m. every 30 minutes	
11.15 p.m. to 11.45 p.m. every 15 minutes	
SATURDAYS.	
Extra Car—12 midnight	
SUNDAYS.	
7.00 a.m. to 9.30 a.m. every 15 minutes	
9.30 " " 11.00 " " 10 "	
11.15 " " 12.00 noon " 15 "	
12.00 noon " 1.00 p.m. " 15 "	
1.00 p.m. " 8.10 " " 10 "	
NIGHT CARS.	
8.50 p.m. to 9.00 p.m. every 30 minutes	
9.30 p.m. to 11.30 p.m. every 30 minutes	
11.15 p.m. to 11.45 p.m. every 15 minutes	

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or Cheque or Commodity Order represented Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 15TH, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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SHIPBUILDERS AND ENGINEERS
London, Southampton and Basingstoke.

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS.
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.
TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS.
MARINE AND STATIONARY OIL ENGINES 8 TO 90 H.P.
MOTOR VEHICLES 2 TO 6 TONS.
WATER-TUBE BOILERS.
FOR QUOTATION, APPLY—
10, KIUKIANG ROAD, SHANGHAI.

Dress Wear — for — Dinner and Theatre

Our accessories for Dress Wear have those
of distinction, comfort and economy.

Collars
and
Shirts.
TIES—O.K.—SHOES.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

Alexandra Building, Des Voeux Road.



Very Latest
Designs in
LIGHT TWEEDS
FANCIES &
OXFORD CLOTHS.

Our New Seasons'
Stocks are Arriving.

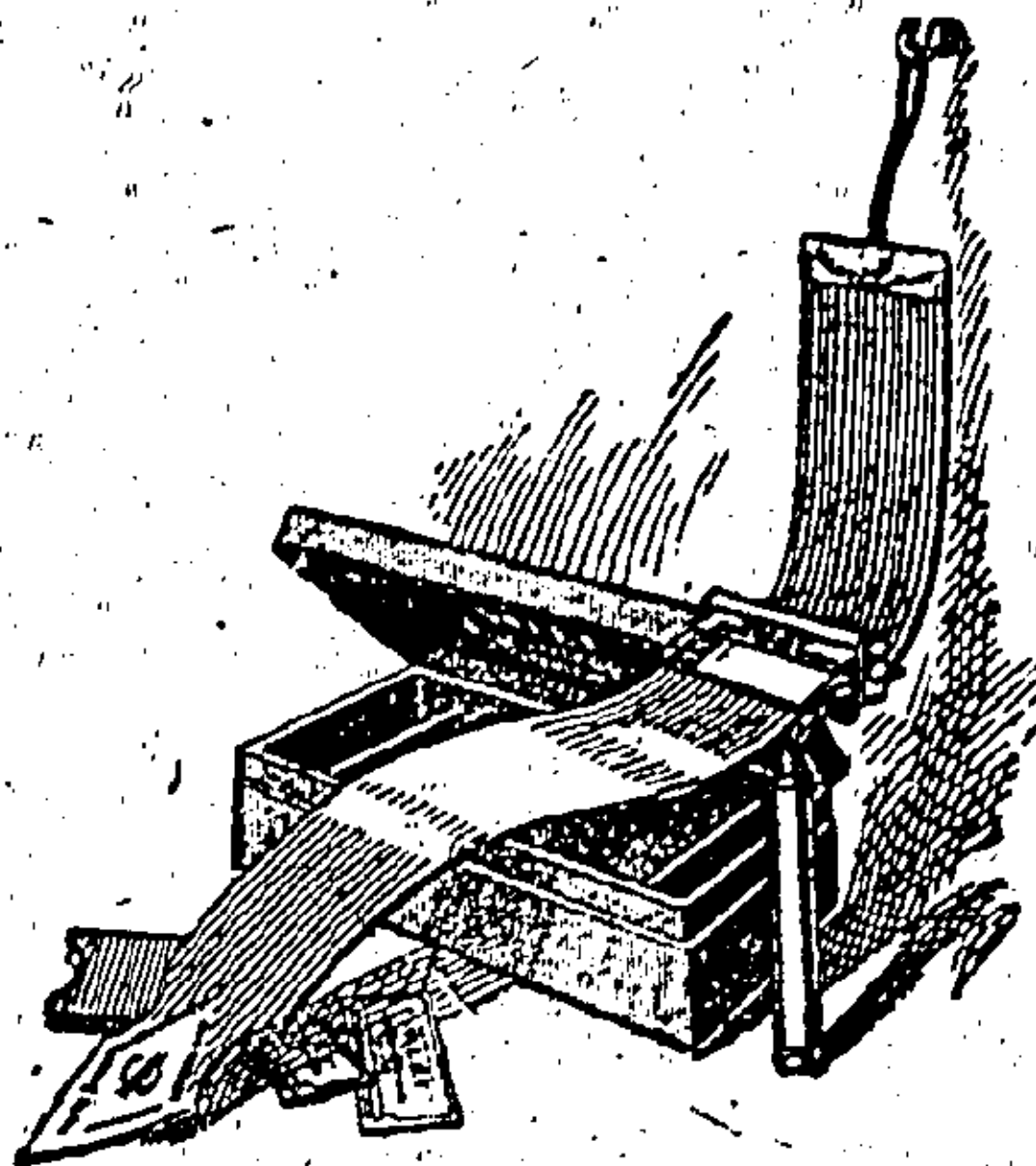
INSPECT OUR STOCK BEFORE DECIDING ON YOUR NEW DRESS.

THE SINCERE CO., LTD.

JUST ARRIVED.

THE NEW MODEL "C"
"VALET" \$2.95
AUTO STROP
SAFETY RAZOR COMPLETE.

Brings the comfort and economy
of the only Self Stropping Razor
within the reach of every purse.
It is the biggest Safety Razor
value yet offered. You are invited
to call at our Establishment and
see the way it "Strops itself" and
keeps its own blades sharp.
Price complete in Case and 3
blades and leather Strop \$2.95.



WHITEAWAY, LAIDLAW & CO., LTD.,
HONGKONG.
THE "STORE FOR VALUE."

MR. HUSTON AT CANTON. ENTERTAINED BY THE CHAMBER OF COMMERCE.

INTERESTING SPEECHES.

United States Assistant Secretary of Commerce G. H. Huston and his party of Government experts visited Canton October 8th-9th, when they were entertained by leading Chinese and American officials and citizens. Upon arrival the visitors were met by the American Consul-General, Mr. R. F. Tenney, and Chan Lim Pak and Hui Wong of the Canton General Chamber of Commerce. The party consisted of Ward T. Bower of the U.S. Bureau of Fisheries; David J. Davis, U.S. Department of Labour; Colonel H. M. Evans, U.S. Health Service; and J. L. Baker, assistant to Secretary Huston.

On October 8th, Secretary Huston and party were guests of the Civil Governor at 11th in the afternoon and of Consul Tenney and the American Association at dinner in the evening. The next day the party spent several hours touring the Pearl River on board the fast launch "Pak." Mr. Chan's boat, running 30 knots an hour. In the evening the Secretary and party were honoured guests of the General Chamber of Commerce of Canton at a banquet held in the home of Chan Lim Pak, the president of the organization. The First Army Division band was in attendance by courtesy of the Government.

CHAIRMAN'S SPEECH.

In welcoming the guests of the evening, Mr. Chan Lim Pak, spoke in part, as follows: "On behalf of the General Chamber of Commerce and the citizens of Canton, we have the pleasure of extending our greetings to United States Assistant Secretary of Commerce, G. H. Huston and his party. We regret that the party travelled part of the way can not visit Canton as we expected. We have had visits of other prominent Americans, but this is the first opportunity we have ever had of welcoming an American Secretary of Commerce and other Government experts who have come to the Far East for real business and practical purposes.

EARLY AMERICAN TRADE CONNECTION.

This visit of Secretary Huston and his associates reminds us of the arrival here of the first American merchant and official, Major Samuel Shaw, of Boston, and the first American ship to reach Canton, the *Empress of China*, in 1784, which marked the beginning of Chinese-American commercial relationship. For a long time the American flag was a familiar sight, and in the year 1832-1833, as many as 30 American vessels called at Canton; while in 1871, 17 sailing vessels cleared the port of Canton bound for New York, against 13 for London, and 12 for Hamburg. But during the seventies, eighties, and nineties, American shipping and trade declined greatly and the American policy of Chinese exclusion Act in favour of the Chinese, which found its fullest development in the Canton-American trade and results in more trade and shipping, and a more liberal interpretation of the Chinese Exclusion Act in favour of the Chinese, will indeed become a memorable visit. Our Chinese will never be able to use freely American machinery and goods unless they are permitted to visit America to study them before purchasing.

The foreign trade of Canton amounts to about \$120,000,000 a year, and we invite the aid of enterprising Americans to promote its further growth. Our largest export is silk, amounting to about 60,000 bales a year, and one-half of them go to America. We would welcome Americans making their own examination and selection of goods before shipment is made.

AMERICAN LIGHT—OIL AND EDUCATION.

When speaking of Canton-American trade, the many godowns and tanks of the Standard Oil Company of New York located in and near Canton will always come to our mind. While all our Cantonese appreciate much the artificial light this oil company helps to produce in our homes, we are not doing justice to ourselves and our American friends if we fail to mention the greater and more useful light now being spread all over Canton and vicinity by the 200 or more American missionaries representing nearly 20 organizations engaged in educational and health service in more than 100 towns and cities in South China. The mental and spiritual light these good Americans are bringing in has done much to promote Chinese-American goodwill and friendship. To those who still doubt the wisdom of renouncing the Boxer Indemnity for the education of Chinese youths abroad, we may say that the actual directors of many public utility companies and government and social service institutions now in Canton are young men graduated from American universities and technical schools. These young men, the American college graduates, have demolished the ancient Canton City walls and built over their former sites modern highways, and they will also tear down any barrier tending to prevent Chinese-American trade and check Canton from providing equal opportunity to all peoples of the world, provided that all Chinese shall receive equal good-will and fair-play from other nations.

CHINA'S ASPIRATIONS.

Our Chinese people are not divided politically. It is only a readjustment of power among a soon-to-be-defunct militarism which has been disturbing the peace and order of China. Our people, through our time-honoured local self-government organizations, are keeping the country intact, and we hope that it will not be long when we have a Government in which public opinion and public will shall prevail. America was the first republic to prove that a republican form of government is beneficial to the people.

She has, therefore, much to inform China on representative government, and we shall welcome American co-operation in making democracy safe on this as well as the other side of the Pacific. Through Secretary Huston and his party we wish to assure all Americans that they will be more than welcome in all enterprises for mutual helpfulness in Canton and in China.

SPEECH BY MR. HUSTON.

Secretary Huston in reply said:—While making a tour of the world covering the short period of seven months, it has been a real privilege to be able to give more than one-seventh of the time to study of the trade problems of China. Since coming to Canton, I have been much interested to learn about the installation of the telephone throughout this section, and if I had any doubt about the commercial awakening of China, it would be dispelled by this and by looking over your splendid highways and seeing the traffic that is congesting well-paved streets where once stood frowning walls. In the United States, as we spent our money for good roads we found that it produced wealth and enabled us to spend more money. As we increased the use of the telephone, until it now reaches practically every family in America, we found that our people became more interested in education, and consequently we are preparing to send even better men into the foreign fields than we have done in the past, because more of our young men are taking advantage of university courses, just as I find that the young generation here is anxious to win in order to get instruction, and to win degrees as well as to take advantage of the new standards of living and earning. I am taught also by your Y.M.C.A. and similar organizations, financed and controlled by your own people.

CHINA'S INDUSTRIAL PROGRESS.
When I observe the tremendous manpower of China, it recalls to my mind that it has been less than twenty-five years since we in America had to educate our own people to the fact that the more labour-saving machinery and mechanism we installed, the more employment and the higher the wages. This was proven the working man to see, but every one by actual results, and to-day every one welcomed increased efficiency in machinery as well as in the workman. You are making much progress, for I have seen some of the finest industrial plants in China that can be found anywhere in the world, and I find that they are amply operated, with both Chinese, employes and employers. I hope to see an even increased interest in all kinds of industrial activity, because China has the ability to duplicate or rival the accomplishments of other peoples and other countries if properly organized to bring this result about. As a well-wisher of your country and of your people, I hope soon to see China and the Chinese people take their proper place in the front rank of industrial countries in the world. If I were to be asked to offer a word of suggestion to the financial interests of South China, and practically all provinces, I would refer to the development of the trust companies in America, with a view to duplicating the service that they are rendering there, through the amalgamation or association of Chinese capital, and combining it with American capital. The way is now paved for such combinations which, I am sure, would result in mutual good and mutual profit to China and to America.

THE CHINA TRADE ACT.
I refer to the so-called China Trade Act, recently passed by our Congress and approved by President Harding. Those of you who are here are practical businessmen and as such keep abreast of happenings in other countries as well as your own, so that you know probably as well as I what the provisions of the China Trade Act are. I merely refer to it because it is an example of the way we are thinking at home; it is proof that we realize that there is opportunity to develop a large business in this part of the world, and that we, as a Government, are doing what we can lawfully to encourage our business men to make investments in China; to send their money and their managers over to do business with you. Under the China Trade Act we hope that within a few months a large number of concerns will have taken out Federal papers of incorporation for engaging in business in China, and that many as well as American will have Chinese as well as American capital invested in them, for we are not only ready to do business with you, but to help you yourselves. We have learned well the lesson that much of a man's prosperity depends upon that of his neighbour. It follows, then, that if you prosper, you will help us to prosper. As you expand industrially and commercially, and sell more goods to us, you will increase your markets for the commodities we have to sell. The flow of commerce between our countries will increase and profits will be greater for both. It is because our Government realized this, and wished to encourage our business men to make the most of the opportunity opening to us, that the China Trade Bill was enacted into law.

EDUCATION IN PRACTICAL SHOP WORK.
Let me refer here to a remark the secretary of your chamber made in a very excellent address he delivered at a dinner which I attended last night. At that time, he called attention to the need of educating young men of China in America in practical shop work, thus fitting them for actual directing the duty of shop or mill work, as superintendents or foremen of your industrial activities. This is something that I will carry back to America with me, and endeavour to impress upon our large industrial groups, because I think there is no way in which we could better serve our interests and yours than with a thorough instruction of those young men in the details of our methods and practices.

INTIMATIONS

ST. JOHN'S CATHEDRAL,

MONDAY.

OCT. 16th.

AT

9.15 P.M.

ORGAN RECITAL

THE H.K.

MALE VOICE CHOIR.

LAST WEEK!

LAST WEEK!!

MADAME

ISIS,

CELEBRATED ENGLISH PALMIST
AND CRYSTAL GAZER

who has met with such a great success here, being consulted by hundreds and giving always complete satisfaction.

There remains just a few short days for you to take advantage of consulting this talented Lady.

Hours—9.30 to 12 and 3.30 to 6.00.
Study and Lecture by the Lines of the Hand—\$7.50.

Study and Lecture by her Celebrated Method of Crystal Gazing—\$10.00.

MADAME ISIS can be freely consulted on all business, financial and domestic affairs, which are all treated with the strictest confidence.

Room No. 103,
KING EDWARD HOTEL.

LAST WEEK!
LAST WEEK!!

1341

MOTOR BOATS FOR SALE.

The Twin Screw Tunnel Stern
Motor Launch "HENRIKA"
(Built of Steel).

Length overall—36' 0".
Breadth moulded—11' 6".
Depth moulded—9' 6".
Draft moulded—18" to 19".
D.W. capacity on above draft—3 tons.
Speed—8 knots.
Engines—Twin set "Kelvin" Motors,
each 30 H.P.
Installed with Electric Light.

Price \$10,000 or near offer.

The Motorboat "KEIKUNG"
(Built of Teak).

Length overall—29' 8 1/2".
Breadth—7' 5 1/2".
Draft (approximate)—18".
Engine—"Kelvin" Paraffin Motor.
Price \$1,800 or near offer.

APPLY

**NESTLE & ANGLO-SWISS
CONDENSED MILK CO.**

11, QUEEN'S ROAD CENTRAL.

New Consignments of the well-known "Vafadis" Egyptian Cigarettes arriving monthly.

Crown Prince, Non Plus Ultra, and Superfines.

FOR THE LADIES—"DAMES" AND "LA FRANCE"

FOR PRICES, WHOLESALE AND RETAIL,
APPLY AT THE SOLE AGENTS—

HONGKONG CIGAR STORE.

SHIPS SUPPLIED OUT OF BOND.

11458

THE METHOD OF MOUNTING

spectacle glasses is of the greatest importance," writes Dr. O. Hartridge, F.R.C.S., Ophthalmic Surgeon and Lecturer on Ophthalmic Surgery to the Westminster Hospital, "they must be accurately centred in frames that are light, strong and fit well, otherwise the good effect of the most carefully chosen correction may be entirely frustrated by a faulty position of the glasses, or even a fresh source of eye-strain may be introduced." The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians, located in 13, Queen's Road Central, have the equipment and instrument to adjust your spectacle to a nicety.—Adv.

Your Chairman has been most gracious in throwing open his beautiful mansion to us this evening and in thanking him for his hospitality, I want to say that it is the cordial spirit of the Chinese people towards my Government and my people in claspings hands across the Pacific, I am sure what we learn from each other will be mutually helpful and further cement our unselfish ties and friendship.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "NAMSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by the 12th inst. will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 6th October, 1922. 11584

"OLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.
FROM UNITED KINGDOM & PORTS.

THE Motor "GLENAP"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by the 11th Oct. 1922, at 5 p.m., will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 11th Oct. 1922, at 10 A.M. Claims against the steamer including those for cargo short delivered, must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognised. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 4th October, 1922. 11579

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.
FROM UNITED KINGDOM & PORTS.

CARGO or M.V. "GLENNAVY" having arrived from the above ports M.V. "GLENNAVY" to-day, Consignees are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained. Goods not cleared by the 11th October, at 5 p.m., will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 11th October, 1922, at 10 A.M. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised. No Fire Insurance will be effected by us in any case whatever. A General Average having been declared, on the M.V. "GLENNAVY" Consignees are required to sign an Average Agreement and pay a deposit of two (2%) per cent of the value of the Goods before Bills of Lading can be countersigned. Valuation forms can be obtained from the undersigned. JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 4th October, 1922. 11580

S.S. "TUNGSHING"

STRANDED IN SWATOW HARBOUR.

MESSRS. JARDINE, MATHESON & CO., LTD., General Managers, Indo-China Steam Navigation Co., Ltd., Hongkong, are prepared to receive TENDERS for the temporary repair, stowing, and delivery of the above steamer, her stores, apparel and tackle, about in the Harbour of Swatow, in a condition for proceeding to Hongkong. Permits for inspection of vessel as also now lies, will be issued on application to the above. 11604

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 3 storied brick and concrete building, suitable for office and godown. Further details apply. W. G. HUMPHREYS & Co., 4281

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes QV, RF, RU, RV, TH, TU.

FOR SALE—Indian Scout Motor-cycle in perfect running order and good condition. Price, \$500 (Mex.) or nearest offer. 1250

WANTED.—On the Peak, Non-resident GOVERNNESS, COMPANION or NURSE for two girls, aged 10 and 8 years, from about October 25th. Roman Catholic preferred. Saturday afternoons, Sundays and Holidays, free. P. C. JENNIS, Barrister, Prince's Building, Des Voeux Road. 1249

TO BE LET.—Godown—Spacious Two storied Godown, situated on the Praya near Bowring Canal and containing approximately 5,000 square feet on each floor. To be let to the end of the year.—Apply Z, office of this paper. 1234

CAFETERIA AT THE
HONGKONG HOTEL.TOWN-PLANNING AND OFFENSIVE
TRADES IN KOWLOON.INTERESTING MEETING OF THE
SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon when a discussion took place on the allotment of offensive trades areas in Kowloon. The Board also decided that the time has come when applications under the water carriage system need no longer be considered by the full Board, but may be dealt with by a committee. The Head of the Sanitary Department (Mr. G. R. Sayer) presided and other members present were: the Director of Public Works (the Hon. Mr. T. L. Perkins), the Hon. Mr. Chow Shou Son, Mr. S. W. Tao, Mr. C. G. Alabaster, K.C., Dr. F. M. G. Ozorio, and the Medical Officer of Health (Dr. W. W. Pearce).

The Chairman announced that the Government invited the recommendations of the Board for adjusting offensive trade areas, in view of building development in Kowloon. He had circulated various suggestions made by the Town Planning Committee for Kowloon; they fell under two heads—small re-adjustments of existing offensive trade areas; secondly, areas to be suggested for totally undeveloped districts—part of Shamshui and Kowloon City Bay. He recommended the Board to accept the small re-adjustments. As to the undeveloped areas, Mr. Sayer admitted that his selection for offensive trade districts was purely arbitrary; he had acted on the principle that they must be contiguous. It was merely a guess, but it seemed to be correct to allot one acre for offensive trades in every six acres. Some thought to be on the sea front; others would want cheaper sites. The Government particularly directed attention to the desirability of restricting certain specially offensive trades to particular areas and the removal of tanneries from the East, or windward side of the Peninsula to the leeward side. On that point, the Medical Officer of Health was of opinion that there was no need whatever to move tanneries in the way suggested. Inside a tannery, the smell was offensive but personally he had never noticed them at all from the outside. But he did suggest that bon-boiling and bone-storing should be entirely restricted to Tai Kok Tsui and not allowed to exist south of Argyle Street. Mr. Sayer, concluding by expressing the opinion that the offensive trade areas (for trades other than bon-boiling, etc.) was suitably allotted to the district adjacent to Yau-mai typhoon refuge, and he explained that it did not extend nearer the main road than two lateral streets distance. He believed the people resident in the area would be surprised if offensive trades were excluded from their midst. Was that not so (appealing to Mr. Chow who assented)?

Dr. Ozorio remarked that new houses for clerical workers were being built between Queen Building and Portland Street and he thought middle class property of that kind should have some consideration.

The Medical Officer of Health observed that there was just a fringe of such houses along Nathan Road but the property behind was the usual type of Chinese artisans' dwellings.

The Chairman: We are keeping offensive trades some distance from the main road. More over, they are only technically offensive trades.

The Medical Officer of Health: Trades which would become offensive if not properly regulated.

The Hon. Mr. Chow Shou Son: And we could refuse permission for a licence in any particular case.

Dr. Ozorio: Not within an offensive area, I think.

The Chairman: Oh, yes.

The Board approved the suggested area, on the motion of the Chairman, seconded by Mr. Alabaster. Dr. Ozorio did not vote.

SELECT COMMITTEE FOR SANITARY
TOWN-PLANNING ARRANGEMENTS.

The Chairman (introducing item 6 on the agenda, "Erection of w.c.s"): The time has now come when the Board should delegate its powers to a Select Committee, with regard to these applications from private individuals. I think an undue importance is given to the consideration of this matter, owing to the fact that each application is considered by the full Board, whereas matters of equal or greater importance are regularly considered by Select Committees.

The Board approved the Chairman's suggestion and the Director of Public Works, the Medical Officer of Health, the Hon. Mr. Chow Shou Son, and Dr. Ozorio were appointed.

NEW HONGKONG HOTEL SCHEME.

An application was received from the Hongkong Hotel for permission to have a modification of the by-law which forbids encroachment by buildings upon the air space of a building site. It was explained that the Hotel management wished to build a cafeteria in the well of the hotel.

The Director of Public Works remarked that the Board refused a similar application in respect of a proposal to construct a hairdressing saloon. The Board thought the well of the building not a suitable place for that, and it did not seem a much more suitable place for a cafeteria, "whatever that may be." Not only would such a building have no windows to the open air but it blocked the windows of portions of the main building. He believed, however, that there was a shed—probably illegal—doing that already. He believed no one slept in the ground floor that part of the building was not used for domestic purposes—and if that was made a condition he thought the application might be granted.

(Continued at foot of next column.)

U.S. SUBMARINE FLEET
IN HONGKONG.LARGE NUMBERS OF U.S. SAILORS
EXPECTED.

Beginning on Saturday next, the U.S.A. Submarine Flotilla stationed at Cavite, Philippine Islands, will pay a visit of several days to Hongkong. The Flotilla will arrive in detachments and at some periods there will be over 2,000 officers and naval ratings in the Port.

There will be, in consequence, considerable activity in the social world, as the visiting officers will be entertained in private and official circles and the Colony will provide some entertainment for each of the various contingents as they arrive.

The date of arrival has been put forward a little so that the visitors may see the matches played by the Manila Interport polo team. The first comes, on Saturday, will be welcomed at the Gymkhana; officers will be made honorary members of the various Clubs and the men will be entertained at a great variety of functions by their comrades of the British Navy, on shipboard, and in the cantenues.

The Colony will arrange various privileges for the men to help them to see as much as possible of the Colony and to enjoy their stay here. A tiffin, with a cinema show, afterwards, to members of the three principal contingents are items of the programme and the entertainment of the officers is also provided for.

At the United States Consulate, yesterday afternoon, the following information was afforded as to the dates of arrival and length of stay of the various sections of the Flotilla:—

	Period of Stay
U.S.S. <i>Bittern</i> , with submarine Flotilla	14-21
Destroyer Division 45 (six destroyers)	18-22
Destroyer Division 43 and U.S.S. <i>Blackhawk</i>	23-25
Main detachment, <i>Hunt</i> and <i>Reed</i>	Oct. Nov.
Commander-in-Chief U.S.S. <i>Huron</i>	28-2
Admiral Anderson, who has been newly appointed to Manila, will be in command.	25-2

INTERPORT POLO.

ARRANGEMENTS FOR NEXT WEEK'S
MATCH.

There arrived yesterday by the s.s. *President* from Manila Mr. White, a member of the Manila Interport Polo team, which is to meet Hongkong in a return match on Wednesday, the 18th inst. Mr. White is accompanied by his wife. Other members of the team are due to arrive on Thursday next by the s.s. *Ki Maru*. They are: Major Howell, Capt. Ball and Mr. McPherson. Another player, Colonel Johnson, is unable to travel by that boat but it is hoped that he will be able to reach the Colony on the day prior to the match. All the members of the Manila Interport team will be accompanied by their wives.

Up to the present the Hongkong team has not been definitely decided upon, as it is not yet certain whether Capt. Fisher will be allowed to play, as he fractured his collar bone some time ago. The team of four is to be selected from the following well-known Hongkong players: Mr. Boyd, Capt. Neville, Mr. Dent, Capt. Fisher and Mr. Bartholomew.

Regarding the ponies, there has been quite a lot of sickness and lameness, amongst the polo ponies in Hongkong. Amongst the King's Regimental polo ponies sickness has been so rife that the number of playable ponies was reduced to four out of a possible 20. Just now a number of the ponies are recovering and it is hoped that there will be a fair number to select from by the time the match is due to be played.

Arrangements at Causeway Bay are well in hand. Special stands for Polo Club members and for members of the public are being erected as well as tents for both the public and for members. The United States Naval Pacific Fleet, which has been expected in port for some time will probably be in port for the match and the Officers of the Fleet are to be the guests of the Hongkong Polo Club at the match.

The terms on this occasion will not meet on a handicap, which was the system of play at Manila. Both teams will meet on a level footing.

So far two subsidiary matches have been arranged. The Manila team is to meet the U.S.R.C. on Monday, the 16th inst., and will play against a team of Civilians on Saturday, the 21st inst.

Dr. Ozorio: If people sit there and eat, will it not be a domestic building?

The Medical Officer of Health was understood to reply in the negative. He added that he objected to a hairdressing saloon because that was a dusty trade and required ventilation but he did not object to a cafe because he understood the cooking and washing-up would be done elsewhere. He agreed with the stipulation suggested by the Hon. Mr. Perkins.

Dr. Ozorio suggested that if the place was run on American lines the food would be exposed and that the place was ill-ventilated.

The Chairman said the plans showed ample roof-ventilation.

The Medical Officer of Health: I don't think it will be a cafeteria in the American style. I don't think that would go down here; it will be a quick lunch counter.

Permission was granted, Dr. Ozorio voting against.

THE MEN'S HARBOUR RACE.

LYON WINS IN AN EXCITING
FINISH.

The crowd on the water fronts at Kowloon and in the vicinity of the Victoria Recreation Club were larger than ever yesterday afternoon to witness the 15th annual harbour race for men. Nineteen competitors entered for the event and all started in the race. It was a keen race throughout and Dr. Lyon, the young swimmer who has done so well in the water this summer, won, beating the favourite Johnstone (last year's winner) by 10 seconds. Johnstone was placed third, D. Laing coming in second, five seconds in front of Johnstone. A minute separated the first five swimmers. The winner's time was 28mins. 47secs., which is six seconds better than last year. The record is still held by J. C. Finch, who in 1913 did the distance in 28mins. 20secs.

The following is a list of those who competed in the race:—J. V. Ramsay, J. R. Johnstone, Y. Kusano, A. Hamid, A. May, Leung Sui Man, Sung Yu Tak, Leung Sui Tak, G. A. Jack, D. Ogilvie, B. Rasmussen, D. Laing, Edgar H. Grimley, T. Kitagawa, K. Ono, D. Lyon, A. A. R. Hotelbo, Gunner McDade, and C. B. Easterbrook.

The race was started promptly at 5.15 p.m. by the Kowloon-Canton Railway Clock and almost at once the swimmers broke up into small groups. Johnstone, Lyon and May cut right away to the East, with May behind the other two; while Jack and Laing, closely followed by McDade, took a direct line across, and by the time the centre of the harbour was reached the two groups were swimming almost level about 200 yards apart. Some difficulty was experienced in keeping the numerous craft laden with spectators clear of the course of the swimmers. At least one swimmer was fouled by a junk and he appeared to go right under its bow.

The water was not as clean as could be wished and some distance out from the start the swimmers struck a bad patch of oil about two hundred yards square. Many of the competitors suffered by this and it was afterwards learned that a number of them were sickened by it, but they pluckily carried on. The winner suffered from the effects of the oil, and Johnstone also stated that his eyes were badly affected by it.

So widely separated were the leading swimmers that it was difficult to discern from the Committee boat who was actually leading halfway across. Johnstone with Lyon, swimming practically level, passed at a considerable distance east of the Italian cruiser's stern. The boy swimmer, May, appeared to be about 20 or 30 yards behind them. Jack and Laing passed a little to the West of the bow of the *Calabria*, off anything Johnstone and Lyon appeared to be leading. When three-quarters of the way over McDade came forward and drew level with Laing and passed Jack who dropped behind a few yards. At this time it looked as if the race was between McDade and Laing and that Johnstone and Lyon could not make up the greater distance of their angular course. Of the latter two Lyon now took the lead from Johnstone, by some 20 yards. All four swimmers came within audible range of the V.R.C. together when Lyon spurred, and taking a direct course to the West, crossed in front of the three other swimmers. It was obvious that he was not looking where he was going and he had almost collided with the Committee launch at Murray Pier before he realized his error, but he reached home first—winner of the race. The mistake, however, nearly cost him the race for Laing, coming up on the V.R.C. side, made a wonderful effort, passed Johnstone and touched just 11 seconds after Lyon had gone in. Laing's fine spurt at the finish was probably the most noteworthy thing of the race. Excitement was intense amongst the spectators and there was vociferous applause. The win was a very popular one. The time would probably have been better if Lyon had taken the straight course. By taking an angular course he had expected to get the benefit of the tide, but it so happened there was slack water all the way across.

The next three swimmers in were McDade, May and Jack who all finished within 45 seconds of each other. Seven-teen of the nineteen swimmers finished the course. A. Hamid and Leung Sui Man gave up, some distance out.

The times were as follow:—

1, D. Lyon	28.47
2, D. Laing	28.68
3, J. Johnstone	29.03
4, Gunner McDade	29.12
5, A. May	29.48
6, G. Jack	29.67
7, J. V. Ramsay	29.45-28
8, B. Rasmussen	30.49
9, A. A. R. Hotelbo	30.46
10, D. Ogilvie	30.22
11, Sung Yu Tak	30.28
12, C. B. Easterbrook	30.48
13, Edgar Grimley	30.60
14, Leung Sui Tak	41.05
15, Y. Kusano	41.13
16, T. Kitagawa	46.87
17, K. Ono	47.87

For the purpose of comparison we publish the names and times of the first six men home in last year's race:—

1, J. R. Johnstone	28.83
2, D. Laing	28.83
3, G. Jack	28.99
4, A. Hamid	28.66
5, B. Rasmussen	30.00
6, J. V. Ramsay	30.08

The previous winners of the race are:—1906, Gr. Brotherton, 27mins. 42.4secs.; 1907, A. E. Thomas, H.M.S. *Tamara*, 28mins. 50.4secs.; 1908, A. E. Thomas, H.M.S. *Tamara*, 28mins. 50.4secs.; 1909, C. J. Cooke, 29mins. 26.2secs.; 1910, T. Logan, 29mins. 28.2secs.; 1911, T. Logan, 29mins. 16.2secs.; 1912, Br. Nutty, R.N.A., 34mins. 8.2secs.; 1913, J. C. Finch, 22mins. 20secs.; 1914, J. C.

Finch, 23mins. 24secs.; 1917, J. C. Finch, 23mins. 39secs.; 1918, A. Logan, 23mins. 15secs.; 1919, J. R. Johnstone, 27mins. 0secs.; 1920, J. R. Johnstone, 23mins. 53.1secs.; 1921, J. R. Johnstone, 28mins. 33secs.

DISTRIBUTION OF THE PRIZES.

After the race, the gathering—or as much of it as could be accommodated—attended at the Victoria Recreation Club Hall, where the prizes and the Water Polo Shield and team medals won by the V.R.C. were distributed by His Excellency the Officer Administering the Government (the Hon. Mr. Claud Severn, C.M.G.). Amongst those present at the distribution were: Mrs. Bullock, Mr. Eric Rice, Mr. W. Logan, Dr. Forsyth and many others.

Addressing the gathering prior to the distribution of the prizes, His Excellency said the winners of the Water Polo League this year were the V.R.C. with the United Athletic Club and the Lusitano Recreation Club tying for second place. They would have to play a deciding match. In the harbour race for ladies there were nine starters, which was one more than last year. All nine competitors completed the course, the winner, Miss Molly Groundwater, being only 12 years of age. She deserved the greatest credit. She was leading the whole way over and won by a considerable distance. The second prize was won by Mrs. Yip Lai Li who finished in fine style in 39mins. 33secs. He wished particularly to mention two of the competitors, Phyllis and Doris Hunt, who were the youngest swimmers ever to swim the harbour of Hongkong. (Applause). It was a most wonderful performance. "I am sure," added His Excellency "they will wait a little time before they try to do so again."

Continuing, His Excellency said that the men's race had been a very keen event. Those who watched the race would have seen that Lyon and Johnstone, swimming together, took a course to the East, while some of the others went to the West. Lyon's time was 28mins. 47secs. Laing who took a different course came in second in 29mins. 58secs. Johnstone was third in 29mins. 03secs. It was an exciting finish. They could not have wished for a better contest. The competitions took a great deal of preparation and there were many difficulties to surmount. His Excellency intimated the holding up of the s.s. *President Grant* until the swimmers had cleared her course. Sampans also looked liked getting in the way but generally managed to steer clear.

In conclusion His Excellency thanked all those who were instrumental in making the event a success. They were: Mr. R. M. Dyer, who had kindly assisted by lending two launches and who also acted as an umpire. Mr. W. Logan, Dr. Forsyth and Mr. John Rodgers had also acted as umpires. They were also grateful to Inspector Angus of the Water Police. Thanks was also due to Capt. McKinnon for the presentation of the Challenge Cups and the other prize donors: Messrs. J. T. Bagran, N. V. A. Croucher, E. M. Hazeland, H. Reyat, F. Lamert and Miss B. Pereira.

His Excellency then distributed the prizes amidst much cheering.

Cheers for Mr. Severn and for the competitors concluded the event.

The officials for the races were:—

President—His Excellency Sir Reginald Edward Stubbs, K.C.M.G.
Chairman—H.E. Hon. Dr. Claud Severn, C.M.G.

Patrons—H.E. Major-General Sir John Fowler, K.C.M.G., C.B., D.S.O., Hja Honour Mr. J. R. Wood, Commodore H. E. Grace, R.N., Hon. Mr. J. H. Kemp, C.B.E., Mr. R. M. Dyer, Mr. Robert Sheehan, Dr. G. Forsyth and Commander C. W. Beckwith, R.N.

Judges and Committee—Rev. G. T. Waldegrave, Messrs. A. H. Carroll, A. A. Alves, G. T. May, J. C. Finch, D. K. Blair, A. Silva Netto, T. Meek, A. E. Alves, F. Lamert, E. M. Hazeland and F. T. Crocker.

Umpires—Messrs. R. M. Dyer, W. Logan, John Rodger and Dr. C. Forsyth. Starter—Rev. G. T. Waldegrave.

Clerks of Course—Commander C. W. Beckwith, R.N., and Lieut. C. M. Milbourne, R.N.

Time-keepers—Messrs. A. A. Alves, A. E. Alves, G. T. May, T. Meek and J. Lyon.

Hon. Treasurer—Mr. A. E. Alves.
Hon. Secretary—Mr. A. McKirdy.

DEPARTURE OF LIEUT.-COL.
HYSLOP.COMMANDING OFFICER OF THE
KING'S REGIMENT RETIRES.

Lieut.-Colonel F. Hyslop, C.B.E., Commanding Officer of the King's (Liverpool) Regiment sailed for England yesterday, on board the s.s. *Kalyan*. He is retiring on pension after 32 years service with the Colours.

He was accorded a rousing send-off, the Regiment turning out in full force. Lieut.-Colonel Hyslop was met at the Garden Road Terminus of the Peak Tramway Company by a large body of soldiers. Two rickshaws were commandeered from the coolies at the foot of the hill and these, containing the popular C.O. and Mrs. Hyslop, were drawn by "Tommy's" to Murray Pier, where the Officers of the Regiment had assembled. The two bands were in attendance and just as the launch was leaving the pier one of them struck up "For He's a Jolly Good Fellow." He, the General Officer Commanding (Sir John Fowler, K.C.B.) visited the *Kalyan* later in the day and there said farewell.

Lieut.-Colonel Hyslop has seen considerable service with the 1st Battalion of the King's Regiment, having served through the Siege of Ladysmith with that Regiment. He was transferred to the 2nd Battalion in 1909 and was awarded the C.B.E. for his services with the 2nd King's against the Afghans in 1919.

Major Wright takes over the temporary command of the Regiment pending the arrival of a new Commanding Officer from Home.

NEW BATH ROBES, DRESSING GOWNS, ETC.



BATH ROBES

SUPERIOR QUALITY TURKISH
TOWELLING BATH ROBES IN PINK,
BLUE, AND HELIO, WITH CON-
TRASTING COLLAR AND CUFFS.

15.00 TO 25.00

DRESSING GOWNS

EXCEPTIONALLY SMART
"JAEGER" DRESSING GOWNS,
LIGHT IN WEIGHT, COSY TO WEAR,
ALL SIZES.

30.00 TO 60.00

LUVISCA PYJAMAS

IN SMART BOLD PATTERNS,
HAS THE APPEARANCE OF SILK
YET WILL RETAIN ITS COLOUR
AND WEAR LONGER THAN ANY
SILK YET MADE.

16.50 SUIT.

VIYELLA, OLYDELLA and AZA PYJAMAS,

THE THREE FLANNELS THAT WILL NOT SHRINK. THESE MAY
BE HAD IN PLAIN COLOURS OR SMART BLOCK STRIPES.

11.50 TO 14.50 SUIT.

BEDROOM SLIPPERS IN LEATHER AND FELT.

LANE, CRAWFORD, LTD.



JUST ARRIVED

"SWANNEE" WHISTLES

"SIREN" WHISTLES

"CHELLA PHONES"

"HUMANO PHONES"

"BIRD WARBLERS"

ETC.

ANDERSON'S

Powell
TELEPHONE C. 3145.

GENTLEMEN'S
HIGH-CLASS TAILORS
AND BREECHES MAKERS.

Specialists in all kinds of Sporting
Garments.

A Smart Selection of CASHMERE, SERGE, SAXONIE, SCOTCH HEMPSPUN and DONEGAL TWEEDS in many exclusive designs and colourings.

NEW ADVERTISEMENTS

NOTICE.

SAMUEL WARREN, LTD.
Crucible Steel Manufacturers, Sheffield
Steel Works, Sheffield, England.
(Contractors to the British and Allied Governments)

(ON ADMIRALTY LIST)

WE have pleasure in announcing that we have been appointed Sole Agents for China for the above firm, manufacturers of various kinds of first class steel, whose registered Trade Mark is "TANK BRAND." Catalogues and price lists, shortly due, will be issued on application, also samples of the various kinds of steel will be on view in our office, No. 8, Museum Road.

ROBERTSON & CO.,
8, Museum Road, Shanghai.
Sole Agents for China
SAMUEL WARREN, LTD.
Sheffield, England. [1565]

PALACE HOTEL, KOWLOON.

DANCING.

THE BAND OF S.S. "KOREA MARU"
will play at the above Hotel on
THURSDAY, 12th INST., SATURDAY, 14th,
from 7.30 P.M. [1566]

THE ROYAL HONGKONG GOLF CLUB.

22nd OCTOBER, 1922.
ENTRIES FOR THE CHAMPIONSHIP CLOSE.

6th NOVEMBER, 1922.
ENTRIES FOR THE GOVERNOR'S SHIELD CLOSE.

By Order,
PERCY SMITH, SETH & FLEMING,
Secretaries & Treasurers. [1567]

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, LONDON, LEBRO,
LONDON AND STRAITS.

The Steamship "BENARTY."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and extra hazardous Godowns of the HONGKONG and KOWLOON WHARF & GODOWN COMPANY, LTD., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 23rd inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 10th inst., at 10 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hongkong, 10th October, 1922. [1564]

THE HONGKONG JOCKEY CLUB.

THE FOURTH GYMKHANA MEETING
will be held (weather permitting) at
HAPPY VALLEY on SATURDAY, OCTOBER
14th, commencing 3.15 P.M.

The Charge for admission will be \$1.00 for other than Members of the HONGKONG JOCKEY CLUB.

The Stewards invite the Ladies of Hongkong to be present. [1567]

NATIONAL 5% SHORT TERM BOND

ISSUE OF 1921 YEAR OF THE
CHINESE REPUBLIC (1922).
\$10,000,000.

SUBSCRIBERS to the above Loan are hereby notified that the Underwriter has been entrusted by the Chinese Government with the Service of the Loan and that it will be conducted in all respects on the same lines as the Service of the 7th Year Short Term Bond Issue of 1918.

For Prospectus containing terms of issue, interest, and redemption payments, see announcement made by the Bureau of National Loans, Ministry of Finance.

F. A. AGLEN,
Inspector General of Customs.
Inspectorate General of Customs.
26th September, 1922. [1563]

PARTICULARS

VALUABLE LEASEHOLD PROPERTY

Situate
No. 13, WING HING STREET,
VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee

By
PUBLIC AUCTION,
IN ONE LOT

On
MONDAY,

The 23rd Day of Oct., 1922, at 3 O'CLOCK P.M.

By
Messrs. LAMMERT BROTHERS
At their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the messuages or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a scarping lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from
Messrs. HASTINGS & HASTINGS,
Solicitors,
8, Des Voeux Road Central,
and
Messrs. LAMMERT BROTHERS,
Auctioneers.

INTIMATIONS

NOTICE

MR. O. J. LANGHAMMER has been authorised to sign our Firm per pro-ration as from THIS DAY on.
BERBLINGER & CO.
Canton, October 3rd, 1922. [1569]

NOTICE

TJIA MAH JAN, Esq., Merchant, residing in Cholon (Cochin-China), rue de Chuaing, No. 270, begs to inform the Public that, since the year 1919, the Firm of **PAN GUAN**, of which he was the Sole Proprietor has become a Limited Company.
He therefore informs the Creditors of the Private Firm of **PAN GUAN**, that all claims they may wish to enter against the Firm should be filed at his Private Residence, as above indicated, up to the 31st of DECEMBER, 1922. After this date no more claims will be accepted as Mr. TJIA MAH JAN intends to avail himself of this Notice of Ceasing Business. [1571]

NOTICE

MADAME LILY is expected to return to the Colony from Paris on 13th OCTOBER by S.S. "Dorchester" and will bring with her a splendid range of Paris models in frocks and millinery, and a large variety of winter goods.

She will be accompanied by a new French dressmaker, who, **MADAME LILY** is sure, will assist in maintaining her high reputation for excellence of work, quality and design.

MADAME LILY.

The Paris Shop of Hongkong,
Alexandra Building,
[1563]

NOTICE

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on **THURSDAY, 12th DAY OF OCTOBER, 1922, at Noon**, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1922.

THE TRANSFER BOOKS of the Company will be CLOSED from 1st to 12th October, 1922, both days inclusive.

By Order,
M. MANUK,
Secretary. [1568]

25th September, 1922.

G. R.

PUBLIC AUCTION.

THE Underwriter has received instructions to sell by Public Auction,

on
TUESDAY, WEDNESDAY & THURSDAY,

the 17th, 18th and 19th October, 1922,

at **H.M. NAVAL YARD, Hongkong,**

and at **KOWLOON NAVAL DEPOT.**

Commencing each day at 9.30 a.m.

with an interval from 12 Noon to 1.30 p.m.

OLD AND SURPLUS NAVAL STORES,

and, &c., &c.,

Comprising:—Life Boats, Dingies, Whalers,

Oars, Cells and Electrical Fittings, Electric

Cable, Cooking Stoves, Ship's Fittings, Iron

Bells, Mattresses and Pillings, Steel Tanks,

Life Belts, Carpets, Rugs, Mats, Table Covers,

Blankets, Canvas and Leather Goods, Old

Cordage, Canvas Bags, Old India Rubber, Old

Cork, Old Iron and Steel, Old Brass, Copper,

Lead and Gun Metal, Coal Sacks, Iron, Wood

and Gun Metal Blocks, Lamps, Gauges, Steel

Tubes, Steel Wire Rope, Oil, Chain Cable,

Drilling and Grinding Machines, Pinnaces and

Cutter Engines, Tables, Chairs, Stools, Bin-

nacles, Compasses, Clocks, Sinks, Davies,

Iron Drums, Wooden Casks, Cable Drums,

Fold up Lavatories, Old Packing Cases, &c., &c.

also

A quantity of Structural Steel Work, comprising

Stanchions, Beams, Struts, &c., and sundry

other Steel Work, Rain Water Pipes, Gutters,

&c., &c.

Lots may be inspected on Monday, the 16th

October, 1922.

AT 10 A.M.

SALE OF OLD AND SURPLUS VICTUALING STORES AT KOWLOON on

FRIDAY, 30th October, commencing

at 10 A.M., at the Godowns of the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

Consignment will be sorted out Mark by Mark

and delivery can be obtained as the Goods are

landed.

Optional Goods will be landed here unless

instructions have been given to the contrary

6 hours before arrival of the Steamer.

Goods not cleared within 3 days, including

date of arrival will be subject to rent.

No Fire Insurance will be effected by us

in any case whatever.

Damaged packages must be left in the

Godowns for examination by the Consignees,

and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m., on Mondays

and Thursdays.

All claims must be presented within ten

days of the Steamer's arrival here after which

date they cannot be recognised.

No claims will be admitted after the goods

have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 8th October, 1922. [1569]

INTIMATIONS

NOTICE OF REMOVAL.

WE have THIS DAY REMOVED our
Offices to **ASTON HOUSE, 2nd Floor,**
SILVA-NETTO & CO.,
Hongkong, 9th October, 1922. [1566]

THE HONGKONG CRICKET CLUB.

NOTICES HEREBY GIVEN that the
following Debentures were drawn at the
Pavilion on FRIDAY, the 5th OCTOBER,
1922.

10	188	474	682
15	195	369	690
20	210	484	704
25	230	491	713
30	232	508	730
34	237	512	731
36	246	516	739
39	260	529	740
47	307	540	741
58	341	556	747
62	345	563	748
64	352	564	756
66	372	575	777
68	375	630	781
69	387	651	814
69	392	655	817
69	407	677	822
70	421	682	833
77	425	685	838
83	432	678	842

Holders of Drawn Debentures who desire to be paid on the 31st October, 1922, are requested to inform the Treasurers, Messrs. PRINCE SMITH, SETH & FLEMING, on or before Monday, the 30th October, 1922.

AND NOTICE IS HEREBY GIVEN that the Debentures numbered as above which are not cashed on the 31st October, 1922, will be paid on the 30th April, 1923, after which date they will cease to bear interest.

By Order,
E. J. R. MITCHELL,
Hon. Secretary.

1567]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK.

CONSIGNEES per Company's Steamer

"**BELLEROPHON**"

are hereby notified that the Cargo will be

discharged into Holt's Wharf, Kowloon, where

it will be at Consignee's risk and subject to

terms and conditions of storage at Holt's

Wharf. The Cargo will be ready for delivery

from Godown on and after 7th October.

Optional cargo will be landed, unless notice

has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods

are to be left in the Godowns, where they will

be examined on any Tuesdays and Fridays

between the hours of 10.45 a.m. and noon

within the free storage period.

No claims will be admitted after the goods

have left the Steamer's Godown, and all Goods

remaining undelivered after the 13th Oct. will

be subject to rent.

All Claims against the Steamer must be

presented to the Underwriter on or before the

27th Oct., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th October, 1922. [1562]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"**POLYPHEMUS**"

are hereby notified that the Cargo will be

discharged into Holt's Wharf, Kowloon, where

it will be at Consignee's risk and subject to

terms and conditions of storage at Holt's

Wharf. The Cargo will be ready for delivery

from Godown on and after 7th October.

Optional cargo will be landed, unless notice

has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods

are to be left in the Godowns, where they will

be examined on any Tuesdays and Fridays

between the hours of 10.45 a.m. and noon

within the free storage period.

No Claims will be admitted after the Goods

have left the Steamer's Godown, and all Goods

remaining undelivered after the 13th Oct. will

be subject to rent.

All Claims against the Steamer must be

presented to the Underwriter on or before the

31st Oct., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th October, 1922. [1563]

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION CO.'S STEAMER

"**DONGOLA**."

Arrived HONGKONG on 8th OCTOBER, 1922.

FROM ANTWERP, LONDON, PORTSAID,

ADEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named

vessel are hereby informed that their goods

are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

Consignment will be sorted out Mark by Mark

and delivery can be obtained as the Goods are

landed.

Optional Goods will be landed here unless

instructions have been given to the contrary

6 hours before arrival of the Steamer.

Goods not cleared within 3 days, including

date of arrival will be subject to rent.

No Fire Insurance will be effected by us

in any case whatever.

Damaged packages must be left in the

Godowns for examination by the Consignees,

and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m., on Mondays

and Thursdays.

All claims must be presented within ten

days of the Steamer's arrival here after which

date they cannot be recognised.

No claims will be admitted after the goods

have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 8th October, 1922. [1569]

INTIMATION

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

SITUATION IN THE NEAR EAST.

GOVERNMENT'S POLICY OUTLINED TO LABOUR DELEGATION.

London, October 9th.
The report of the Labour Delegation's interview on September 21st, shows that Mr. Lloyd George contended that the Government's policy was essentially Labour's peace policy, as laid down by the Party in 1918.

The Government was taking the only method of preventing the war from spreading to Europe, for if the Turks crossed in their present massing mood and massacres occurred, the whole internal trouble would recommence.

The Government would urge, at the conference, that the key of the Straits should be in the pocket of the League of Nations.

Replying to questions he said the freedom of the straits meant that it should just be like any other international waterway, free to the vessels of any nation to pass to and from the Black Sea and would remain neutral in war-time.

The League would have to decide whether fortifications were necessary.

MR. CHURCHILL OPTIMISTIC.

London, October 9th.
The prospect for an early settlement in the Near East is bright, according to advices from Constantinople.

Mr. Churchill, in a telegram read in his constituency, Dundee, says he thinks we will get through our troubles in the Near East alright.

ARRANGEMENTS FOR EMIGRATION OF CHRISTIAN POPULATION.

Athens, October 9th.
The emigration of the entire Christian population of East Thrace is considered inevitable. Thracian deputies are going to their constituencies to arrange emigration, under the best possible conditions, to West Thrace and other parts of Greece.

EARLIER CABLES.

TURKISH INTRUSIONS DUE TO LOCAL ORDERS.

Constantinople, October 9th.
In response to General Harrington's letter, Ismet Pasha intimated that he has ordered a cessation of Turkish troop movements. It is explained that the movements both at Jemid and at Chank were due to purely local orders.

DIFFERENCE IN ALLIED GENERALS' INSTRUCTIONS.

Constantinople, October 9th.
The French and Italian Generals returned from Mudania last night, owing to differences between the British and French texts of the instructions sent from Paris. After supplementary instructions had been asked from Paris, London, and Rome, the Generals left at night for Mudania. It is hoped that the protocol will be signed as soon as further instructions have been received.

Mustapha Kemal has been telegraphically urged to come to Mudania in order to hasten a solution.

SUPPLEMENTARY INSTRUCTIONS DESPATCHED.

Paris, October 9th.
M. Poincare this morning despatched supplementary instructions to Gen. Felle to disperse misunderstandings at Mudania in regard to the delimitation of the new neutral zone.

A number of Turkish Gendarmerie have been allowed to enter Thrace.

BRITISH LABOUR DEMANDS A NEW PARLIAMENT.

London, October 9th.
The National Joint Labour Council, at a meeting in London to discuss the Near East crisis, passed a resolution demanding the immediate resignation of the Government and the election of a new Parliament.

FRENCH SEAMEN'S STRIKE ENDS.

Bordeaux, October 9th.
The seamen's strike has ended. All the strikers have agreed to sail under the new conditions.

DOCKERS AND COAL-TRIMMERS DECIDE TO STRIKE.

Marseilles, October 9th.
The dockers and coal-trimmers have decided on an immediate strike.

ANOTHER STRIKE OF AMSTERDAM DOCK WORKERS.

Amsterdam, October 9th.
A fresh strike of workers at the port on the question of wages has broken out. All work at the port has ceased.

LATEST CABLES.

RUMOURED RUSSIAN REFORMS.

CHANGE OF FAR EASTERN POLICY PREDICTED.

Riga, October 9th.
It is rumoured in Moscow that M. Krassin will resign owing to the annulment of the Russo-Asiatic Consolidated contract.

Sweeping reforms are expected as the result of M. Lenin's return to authority. As an example it is said that the activity of the Political Board, formerly known as Cheka, will be limited and its employees reduced by seventy-five per cent. It is also believed that the staffs of all commissariats will be reduced.

A change of policy in the Far East is also predicted, and it is said that M. Lenin is willing to cede the northern part of Saghalin to Japan.

The illness of M. Joffe is described as diplomatic, and is explained by M. Lenin's wish to keep the Russian delegation at Changchun.

DANISH CABINET RECONSTRUCTION.

PROTECTIVE IMPORT REGULATIONS CAUSE DIFFERENCES.

Copenhagen, October 9th.
M. Neils-Neergaard's Cabinet has been reconstructed. M. M. C. Cold, an ex-director of the United Steamship Company, replaces M. Harold Scavenius as Minister of Foreign Affairs. M. M. S. Brorsen replaces M. Kl. Bernsten as Minister of Defence. The Portfolio of Commerce has been vacated by M. Rothe and it has been temporarily entrusted to the Minister of Commerce.

LATER.

The Cabinet reconstruction is due to differences regarding the protective import regulations recently promulgated, which will presumably now be upheld.

U.S.A. PROHIBITION RULING.

CAUSES BEWILDERMENT IN BRITISH SHIPPING CIRCLES.

London, October 9th.
Bewilderment, rather than consternation, has been caused in British shipping circles by the intimation of the new ruling of the United States, regarding the enforcement of prohibition on foreign ships in American waters. The companies concerned are planning to immediately challenge the decision. The North Atlantic Conference meets to decide its course.

DEPUTATION OF INDIA-RUBBER MANUFACTURERS.

VISITS COLONIAL OFFICE.

London, October 9th.
The deputation of India-rubber Manufacturers, who object to the proposed curtailment of the rubber output, went to the Colonial Office and stated their case. The proceedings were conducted in private.

P. & O. COMPANY REPORTS INCREASED PROFITS.

CAPTAIN OF "EGYPT" RESIGNS.

London, October 9th.
The Peninsular and Oriental Company reports net profits of £296,680 as compared with £292,531 last year. Every outward vessel is fully booked up this season and there is a slight improvement in the outward cargo trade, but it is still very poor. The Company is planning to commission several new mail-boats.

The Captain of the ill-fated *Egypt* has voluntarily resigned. He was granted the maximum pension.

BALTIC STATES AGREE ON QUESTIONS OF COMMON POLICY.

Riga, October 9th.
A conference of Foreign Ministers of the Baltic States resulted in a full agreement on questions of common policy.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

SHANGHAI RICKSHAWMEN'S STRIKE SETTLED.

Shanghai, October 10th.
The strike of rickshamen has been settled, the employers granting further concessions. The men resumed to-day.

JAPANESE NAVAL RETRENCHMENT.

SIX THOUSAND ARSENAL EMPLOYEES DISMISSED.

Tokyo, October 10th.
It is announced that six thousand employees from naval arsenals have been discharged owing to naval retrenchment.

ASSOCIATE CHIEF INSPECTORSHIP OF SALT ADMINISTRATION.

MR. E. WILTON ACCEPTS APPOINTMENT AT PEKING.

London, October 9th.
Mr. Ernest Wilton has accepted the appointment as Associate Chief-Inspector of the Salt Administration at Peking. [This is confirmation of an announcement already made from Peking.—Ed.]

THE INVASION OF FUKIEN.

HOSTILITIES COMMENCE.

Peking, October 9th.
In response to an urgent request from Tu Hsi Kuei, 500 marines attached to the Ministry of Navy have left for Fukien. The Government is still considering the proposal to put Admiral Sah Chen Ping and Tu Hsi Kuei in charge of the Fukien situation.

It is reported that Li Hou Chi called a meeting of influential persons on Oct. 6th and appealed to them to raise half a million dollars for war funds.

A skirmish is reported from Kuitien, Li Hou Chi's troops driving back Wang Yung Chuan's force 50 li. The only casualty mentioned is one of Wang's officers killed. Wang's forces abandoned a mountain gun.

Hsu Sung Chi's troops are said to be planning a manoeuvre against Foochow and Santiao, Luanhsien and Lingkon-hsien.

The Foochow Army is understood to be awaiting co-operation from Wang Chih Hsien, who is going northwards to help Li Hou Chi.

EARLIER CABLES.

THE PLUNGING MARK.

A NEW LOW RECORD.

London, October 9th.
A new low record for the mark was registered in London, the closing quotation being 12,600 to the £2.
The slump was due to heavy Continental selling, following on a wider recognition that Germany is largely meeting reparations payments by the sale of huge quantities of paper marks abroad.

SOVIET'S REFUSAL TO RATIFY URQUHART AGREEMENT.

A MATTER OF RUSSIAN EQUALITY.

Berlin, October 9th.
The Soviet's refusal to ratify the Urquhart-Krassin agreement is based upon the contention that the latest actions of the British Government in disputing Soviet Russia's equality in the Near East and the Black Sea prevent the friendly and enduring relations which are necessary to the validity of the agreement.

SHIPPING PROBLEMS DISCUSSED.

CONFERENCE OF NATIONAL COMMITTEE IN LONDON.

London, October 9th.
A hundred delegates, representing thirteen countries, were present at a conference of the International Maritime Committee in London. Sir Henry Duke, who was elected President, suggested that the Conference first discuss the question of the liability of sovereign states in respect of ships they owned or operated.

DESTRUCTIVE CANADIAN FOREST FIRES.

EIGHT MILLION DOLLARS DAMAGE.

Ottawa, October 9th.
Thirty-nine perished in the forest fires in North Ontario. Mr. Drury, Premier of Ontario, estimates that 8,000 persons have been rendered homeless. The damage is given as eight million dollars.

EUROPEAN BANTAM-WEIGHT CHAMPIONSHIP.

LEDoux RETAINS THE TITLE.

London, October 9th.
At Hanley, in the European bantam-weight 20-round championship contest, the Frenchman, Ledoux (holder), was awarded the fight, Harrison retiring in the eighteenth round.

THE CANTON LOAN.

DETAILS AUTHORITATIVELY ANNOUNCED.

The Government at Canton is negotiating with an American syndicate for a loan of £2,000,000. The draft agreement provides that the price of issue shall be 87½ and interest 7½ per cent. The loan is to be for a period of ten years and the revenues of the liquor and tobacco taxes are to be pledged as security. The Chief of the Finance Department invited the members of the Provincial Assembly to a dinner at which he explained the necessity for the loan and all details in regard to it, and asked for the approval of the Assembly to be given as soon as possible. Mr. Chung Sau Nam mentioned that the everything in connection with the loan would be done under the supervision of the Civil Governor and the Superintendent of Customs.

THEATRE DOORKEEPER ASSAULTED.

A Sanitary Board cop, who was refused permission to enter the Po Hing Theatre, Yau-mat, on Monday night, because he had no ticket, went away and returned sometime later and assaulted the Chinese door-keeper with a brick. In the struggle a bangle the door-keeper was wearing was broken and the brick fell on to his toes.

Yesterday the man was charged on the Magistracy with assault and disorderly conduct. He told Mr. Lindsell that he wanted to go into the theatre to see a friend. He did not want to see the performance.

Sub-Inspector Lannigan said that the man was under the influence of drink when brought to the Station.

In reply to the Magistrate the man said he had been employed in the Sanitary Department since last January.

He was told to behave himself in future, ordered to pay a fine of \$10 and to sign a personal bond for \$100 to keep the peace for the next six months.

STREET ACCIDENTS.

An old man, aged 74 years of age, was accidentally knocked down by a tram-car at the entrance of Yee Woo Street on Monday evening. The unfortunate man, who was a rickshaw worker, was found to be dead when picked up. His remains were removed to the public mortuary.

A motor-cycle accident occurred in Caine Road on Monday. A Chinese, living at No. 52, Tam Lane, was knocked down by motor-cycle No. 208 as he was attempting to cross the road. The man was taken to hospital, where it was found that his injuries were not serious, and after receiving treatment he was discharged.

"THE BROADWAY BUBBLE."

In "The Broadway Bubble," which begins at the Coronet to-day, extraordinary opportunities are given Corinne Griffith to display her great dramatic ability, her remarkable versatility and her voluminous wardrobe. To begin with, she enacts two roles, appearing in both parts in each of many scenes. Again and again on the screen two Corinne Griffiths appear as two women looking alike but vastly different in temperament and character. The perfection of the double exposures in producing these scenes is a signal triumph of photography.

Miss Griffith plays the parts of twin sisters who, though barely distinguishable in personal appearance from one another, have had their minds cast in widely different moulds. Adrienne Landreth, the beautiful, talented pampered millionaire's wife, is recklessly selfish. Craving sensation, she hangers for the hectic excitement of a musical comedy career. One thing only stands in her way—her husband's veto. None of these painful "urges" disturb the simple mind of Drina Lynn, her younger sister, who earns a humble living as an underpaid and over-worked stenographer. Adrienne persuades her sister to impersonate her, explaining that, on account of the estrangement between herself and her husband, Drina will not be called upon to do more than talk about the weather sometimes at the dinner-table.

Though it completely deludes the husband, this well-laid scheme goes agley and is followed by amazing consequences. Drina begins to get fond of the millionaire, while he is delighted at what he imagines to be a change of heart on the part of his wife. Upon his discovery of the deception hinges a surprising and totally unexpected climax which puts the seal of success upon a remarkably clever picture.

Mr. D. O'Shea has created a motoring record for north China by making the return journey from Tientsin to Peking in 4 hours 28 min. running time. Along certain stretches of the road it was possible to attain a speed of 50 miles per hour.

THE RESTORATION OF SWATOW.

PRACTICAL MEASURES BY BRITISH MERCHANTS AND MISSIONARIES.

TYPHOON'S MENTAL EFFECT.

A resident of Swatow now on a visit to Shanghai has furnished the *N. C. Daily News* with much interesting information concerning measures which have been taken to assist Chinese in the city and surrounding districts which suffered so disastrously in the great typhoon.

The disaster had a curious psychological effect, apparently, upon both foreigners and Chinese. Everybody was "on the jump" for weeks after the disaster, and the wildest rumours found ready credence. One fine action convincingly reported that a band of Sun Yat Sen's so-called "citizen army," numbering thousands, was making a raid upon the city. People actually went up on the hills to watch for their arrival. This "army," of course, was non-existent, and the rumour probably originated in the fact that a link station not far away had been held up by a party of 60 or 70 robbers. Foreigners were for a time reduced to an extraordinary condition of lassitude. No one wanted to do anything and social amenities became an effort; bridge parties fell flat and were temporarily abandoned, and so were the usual bathing parties.

HONGKONG'S SUBSTANTIAL HELP.

Lost energy, however, was soon recovered and work of a very practical nature was begun to relieve suffering and put in hand work of reconstruction. As we already know, Hongkong immediately came forward with substantial relief, the Government sending 3,000 bags of rice; a good deal of money was also sent to Chinese who were starting relief work. The Chinese themselves, through their Charity Guild organization, did a marvellous lot of useful work in gathering up and burying the 4,000 or more dead bodies recovered from flood and wreckage. They worked under the leadership of the Mayor and the chairman of the Chamber of Commerce, and within a very short time the condition of the city was tolerably well improved.

The work undertaken by the British community, as will be seen below, is highly commendable for its practical and effective character. Upon receiving a telegram from Hongkong announcing the collection of \$53,000, and requesting assistance in distribution of these funds, the British Chamber of Commerce consulted the English Presbyterian Mission, already engaged in relief work, and the mission was, of course, delighted to have this strong support. A Committee was formed, consisting of four British members, two American and four Chinese and work was at once begun.

At first, the Mission distributed rice to the hungry, but it was soon discovered that the Chinese, while grateful for help, were inclined to lie down and take a nap until the next meal came round. With the gift of 30 cents per day and rice for a man and his family, they were induced to commence work in their own villages repairing roads, etc. Later, the Committee withdrew the rice ration and paid each man 50 cents per day which, as foodstuffs were becoming easier to obtain, the villagers preferred in return for labour performed.

PRACTICAL REPAIR WORK.

An excellent system of providing employment was adopted. Representatives of the Mission interviewed the headmen of each of the 13 villages allotted as the Committee's sphere to supply estimates of the number of needy or starving people, of the work required to be done to restore the village to something like its normal condition, and of the number of men available. The information was promptly given, and unemployed villagers were set to work clearing up the debris, burying the dead, people and beasts, and clearing out the creeks. Another important work they were set to was that of restoring the dykes, all of which had been flattened out by the force of the typhoon. One dyke over a mile long is now being reconstructed, replacing an old dyke known to have existed for 200 years.

Complete reconstruction in the devastated area would cost millions of dollars, and the Committee found it manifestly impossible to attempt restoration of all the ruined homes. But an ingenious way out of the difficulty has been found. A great many of the sufferers are destitute through having lost the boat upon which a family depends for its livelihood, and they are, of course, unable to pay for the building of a new boat. Accordingly, the Committee have made these people a grant amounting to the difference in the cost of building a boat before the typhoon and now, and builds them a new boat, to be paid for in instalments of \$4 per month. The money received in this way will go towards the establishment of an orphanage, exclusively for children whose parents were lost in the disaster, and work on this institution has already been started. Altogether, we are informed, the amount of money subscribed and promised from all sources, foreign and Chinese, reaches \$1,000,000.

BRITISH LADIES' EFFORTS.

The ladies of the English Presbyterian Mission at Swatow, bethinking themselves of the hardships likely to overtake the inhabitants of the stricken villages during the coming winter, have begun to prepare supplies of clothing and various necessities for the relief of distress, and at present have been promised financial support to the extent of some \$4,000.

The above details refer only to the activities of the Relief Committee of the Swatow British Chamber of Commerce. There are other organizations, including the American Red Cross, which are doing excellent work.

THE PRE-WAR SPIRIT IN GERMANY.

AMERICAN LEGION'S REPORT.

The deputation of the American Legion, who arrived in London on September 2nd, after a tour of the war areas on the Continent, were highly delighted with their reception. Captain John Wicker, jun., was in charge of the deputation.

There were thirty-six members in the party, coming from fourteen different States. All of them were in uniform except those who, the leader explained, had "grown too fat to get into them." A programme had been arranged which was itself a delicate tribute to Americans. "This is not a mere pleasure trip," said Captain John Wicker, jun., to a representative of *The Times*. "Our main purpose in coming over here is to see things at first hand. We come from all parts of the United States, and we are representative people in our own communities. We want to see for ourselves the conditions in the various countries on this side after the war, and we want to try to bring about a clearer and more sympathetic understanding of the problems which are facing those countries. We sent a delegation to Germany to see the conditions there. Our people have heard so much about Germany's inability to pay and about her repentance, and we wanted to find out these facts for ourselves. We had been told that the German people under the Republic were different from what they were under the old régime. What did our people see? They saw Hindenburg come into Munich in full martial uniform. They saw troops wearing the Monarchist uniform. They saw step. They found the pre-war spirit everywhere. They heard one song and one song only, and that was 'Deutschland über Alles!' They heard 'Gott strafe England!' You would not expect that, but it was so. They saw people who, instead of being poverty-stricken, were able to build far more than is the case in France or Belgium. All the people with whom our delegates talked gave the impression that there was going to be another 'mix-up' between the same old group and the same old gang, and the Germans implied that there would be a different ending because they were busy enlightening America as to Germany's position, and that the next time the United States would be sympathetic to Germany and would not come in on the other side."

LABOUR DEMONSTRATION.

"NO REVOLUTION."

Perhaps the most remarkable thing about the great Labour demonstration held in the Palladium Theatre, at Southport, on September 3rd, was the comparative moderation of the speeches and the reasonableness of the demands. Even Mr. Robert Smillie was constrained to admit that on this occasion, the agenda, which will be considered during the week, is not a very revolutionary one.

Mr. R. B. Walker, President of the Trades Union Congress, who presided, said the year through which they had passed since the last congress had been a period of great trial and difficulty for the organized workers of the country, but in spite of that there had been no weakening of their determination to safeguard and protect the economic interests of the workers. Bad as the past year's experience had been, it would have been tenfold worse had there been no industrial organisation to protect the workers, to minimise the effects and alleviate the distressing conditions which had been produced. (Hear, hear.) Trade unions, in his opinion, had proved their real line of defence for the workers in the greatest and most ruthless attack ever made against their standard of life.

Mr. C. W. Bowerman, M.P., Secretary of the Trade Union Conference, said he hesitated to think what would have happened during the past year had it not been for the powerful trade unions with their funds to help the workers. (A voice: "Revolution!") "We want to avoid that," retorted Mr. Bowerman, "and I will make my point straight away. Practically every adult above a certain age now has the right to cast a vote, but does every workman do his duty to his own class when an opportunity to use it comes along, ('No!') Let him do that, and you will avoid all talk of revolution."

Mr. Robert Smillie, in reviewing the work before the Congress, said he had gone through the agenda with his colleagues, and whether or no the general depression had affected their people, it had to be admitted that on this occasion the agenda was not a very revolutionary one. The landlords and owners, the dukes and the lords, and people of that kind, might rest secure in their beds, because there would be no revolution. (Laughter.) He thought perhaps that was a reflex of their own minds. They were sad, dull, and depressed. Nor could it be otherwise, when they reflected on the state of things round about them, and knew that tens of thousands of men, women, and children were to-day, in this Christian country, practically on the verge of starvation, not because of famine, but because of something for which they were not responsible—something which might have been prevented and ought to have been prevented if all the Governments of Europe had acted in the interests of all their peoples.

Operations carried on by the Admiralty salvage ship *Zeeu* in Lough Swilly resulted up to July 19th in the recovery of over a million pounds' worth of bullion from the wreck of the auxiliary cruiser *Teuzemite*, mined during the war. Up to to-day nearly £3,000,000 have been recovered of the cargo of bullion, which is variously estimated at from £4,000,000 to £7,000,000.

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MARRIAGE AND MOOD.

MR. CHESTERTON DRAWS SOME ANALOGIES.

Writing in the *Illustrated London News* on the divorce problem, Mr. G. K. Chesterton says:—
"Marriage is an institution like any other, set up deliberately to have certain functions and limitations; it is an institution like private property, or conscription, or the legal liberties of the subject. To talk as if it were made or melted with certain changing moods is a mere waste of words. The object of private property is that as many citizens as possible should have a certain dignity and pleasure in being masters of material things. But suppose a dog-stealer were to say that as soon as a man was bored with his dog it ceased to be his dog, and he ceased to be responsible for it. Suppose he were to say that by merely coveting the dog, he could immediately morally possess the dog. The answer would be that the only way to make men responsible for dogs was to make the relation a legal one, apart from the likes and dislikes of the moment. Suppose a burglar were to say: 'Private property I venerate, private property I revere; but I am convinced that Mr. Brown does not truly value his silver Apostles spoons as such sacred objects should be valued; they have therefore ceased to be his property; in reality they have already become my property, for I appreciate their precious character as nobody else can do.' It is obvious that these philosophers would fail to understand what we mean by a rule, quite apart from the problem of its exceptions. They would fail to grasp what we mean by an institution, whether it be the institution of law, of property, or of marriage."

WOMEN AS 'THE KEENEST LOVE CRITICS.'

[BY CAROLINE CARR.]

It is interesting to note how many hundreds of platitudes and half-truths about love have been coined by men. Women, by contrast, seems to have remained throughout all time curiously silent on the subject that is, by man again supposed to be her "whole existence."

There is, for instance, that charmingly poetic phrase, "Love is blind." I wonder who first said so? True, it may be that man's love for woman is often myopic, to say the least of it. But what love brings to woman above all other gifts is a clarity of vision, an understanding, a critical appreciation of life that she can gain by no other experience.

The amazing sympathy women can show to those they love proves how well they understand them. Little does a man know how every detail of his appearance, manners, prejudices, and enthusiasms is registered on the mind of the woman who belongs to him; every trait, those that bore, annoy, and infuriate her, as clearly and strongly as those she admires and adores.

An expression of masculine cynicism that is always absurd when applied to women is the word "cynicism." Always a rare quality in human nature, in man cynicism is, as the shell of the lobster, masking a painfully sensitive sentimentality. It witnessing the love scenes in plays, or reading those in novels, a man reveals secretly in the expression of sentimentality that he dare not himself express, but in his fear of self-revelation he will veil his true feelings with an expression of so-called cynicism.

A feminine cynic is a contradiction in terms. A woman has no need to protect an innate sentimentality with a crust of supposed disdain. She is made of harder, coarser fibre than her mate; for all her love, she does not shrink from seeing truth as it is.

Man in love rhapsodises; woman in the same state realises.

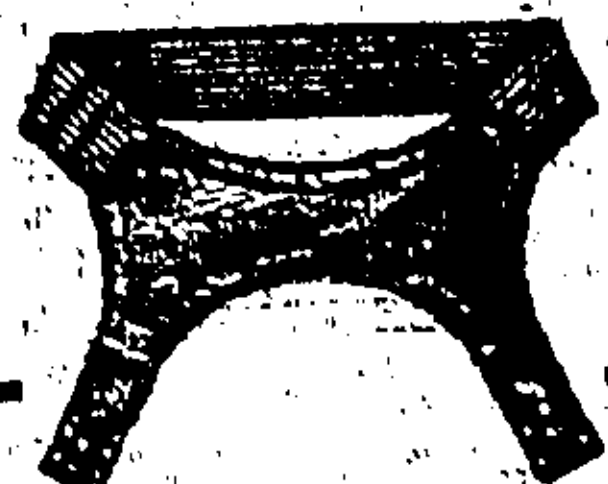
A sense of criticism is closely allied to the selective instinct. It is natural, therefore, that woman, as the mother of the race, should, when selecting her mate, view him instinctively with critical eyes.

A lover in his blindness assumes again and again that he is giving his loved one nothing but undiluted bliss, whereas, if the truth could be revealed to him he would find, time after time, that he bores and annoys her to the point of fury. When she can no longer restrain herself, there is a lovers' quarrel, a magnificent relief to her overwrought nerves, but an appalling strain on his.

Let him not, in the joy of reconciliation overlook the fact that woman is supremely critical always, and never more so than of him who is her husband and mate. She may forgive, but she cannot altogether forget. Though he may possess her most ardent affection and whole-hearted loyalty, he will strive in vain to conquer that natural critical perception of himself that, like the well of truth, reveals him to her as he really is.—*Daily Express.*

WOMEN AND CHURCH GOING.

The Rev. J. E. Rattenbury, of the West London Mission, says in the *Evening Standard*:—"I notice a secularising and paganising tendency among the people and a gradual drifting away from organised worship. The causes are many, but it is not always realised how much the various women's movements have had to do with it. I do not condemn these movements, but I cannot but remark that since the suffrage days, and the subsequent war-time economic independence among women, they have been much more difficult to keep within the fold of the Church. It is no longer true to say that women are easier to reach than men. They have developed a very critical spirit towards organised religion. In my congregation there are as many men as women, which was not so in the old days."



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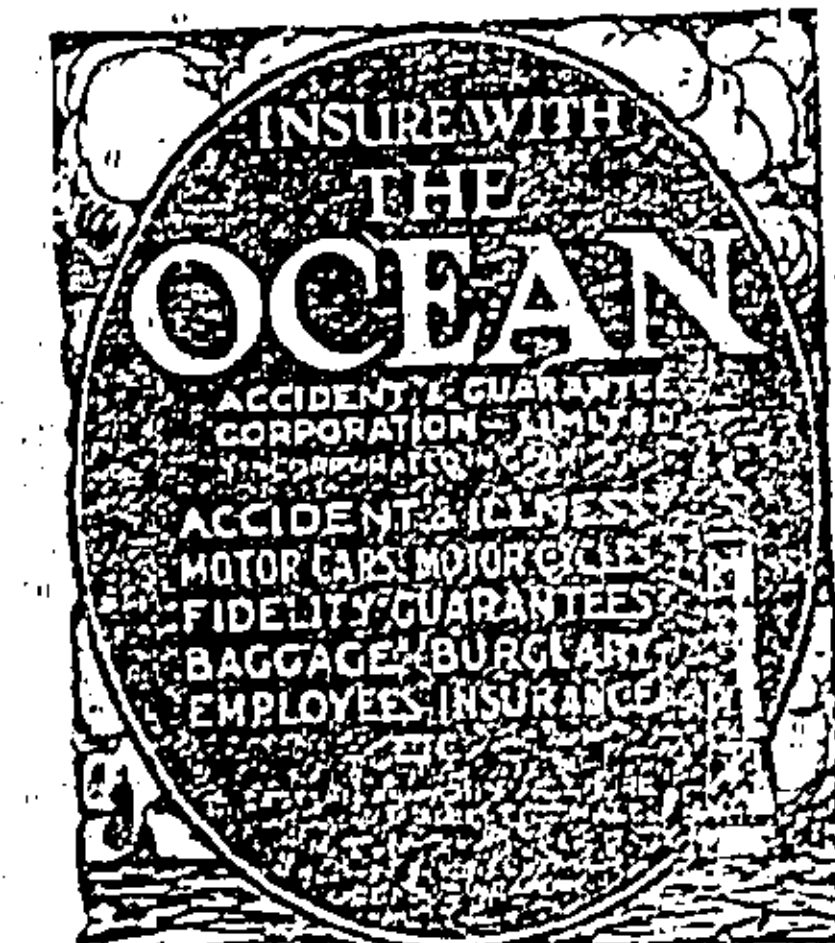
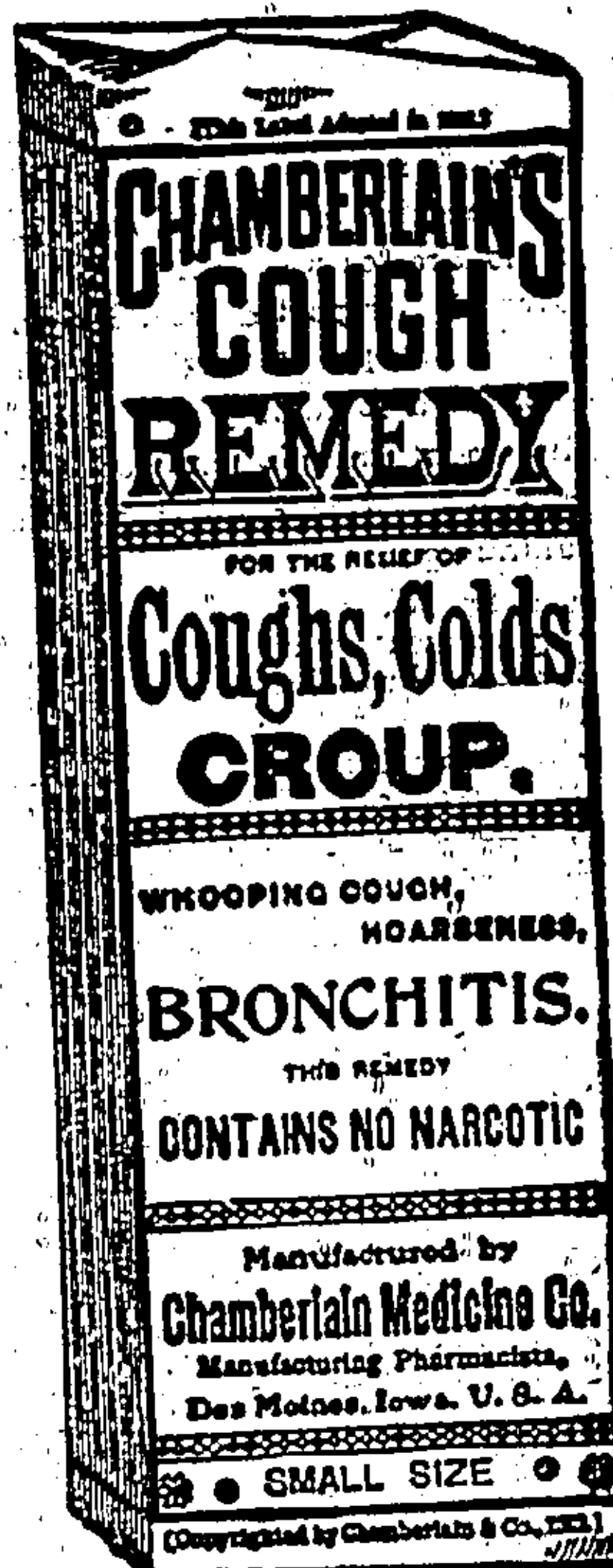
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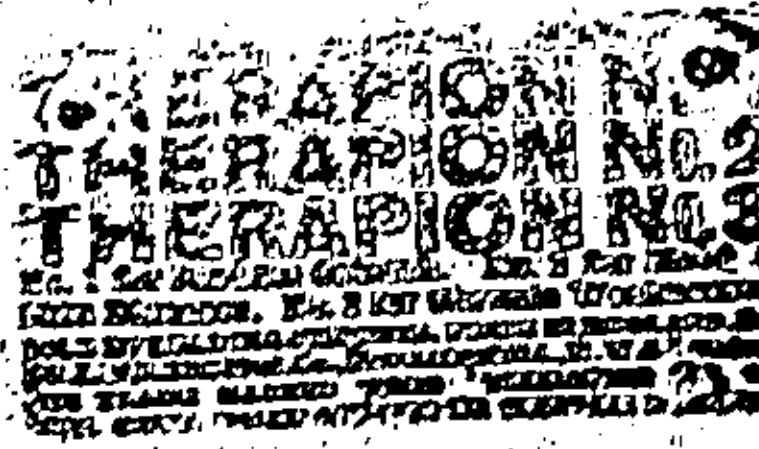
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**INTER-ALLIED DEBTS.
FRENCH REPLY TO BALFOUR NOTE.**

THE BRITISH BILL.
[FROM "THE TIMES" CORRESPONDENT.]

PARIS, September 1st.
M. Poincaré has addressed to the British Ambassador a reply to Lord Balfour's Note on war-debts of August 1st. The letter says—

The French Government attached to this communication all the importance it deserved, and highly appreciated its elevated and courteous language. It is, as the British Government is convinced that the problem of Reparations cannot receive a definite solution unless it is joined in some way or other to the problem of Inter-Allied debts; it appears to-day necessary that this question be examined shortly in all its aspects in a Conference to which all the Allied States concerned should be convened without exception. It could have been so examined at the last London Conference if the British Government had not previously, by its Note of August 1st, taken up a position by requesting the French Government to be prepared to pay in proportion as Great Britain will be compelled to pay the United States.

I think it my duty to point out that no comparison can be drawn between the war debts which the Allies contracted towards one another and Reparation debts. If the Allied Governments had not lent one another the reciprocal financial assistance of which the war debts are the results, either the war would have terminated ill for them, or else it would have lasted much longer, and in any case it is the lending countries which would have had, either by the labour of their industries or by the despatch of more numerous troops, to make the effort which the borrowing countries made in their stead. These debts were all contracted in the interests of the common cause. The purchases which they served to make all contributed to the victory. In the course of preparing the Treaty of Peace, the victorious countries decided for the first time in history to renounce exacting the cost of the war from the vanquished country; if the payment of the war debts were exacted, a portion of this expenditure would fall upon those of the Allied countries which furnished militarily the greatest efforts and which took upon themselves the heaviest burdens of the war.

As Lord Balfour excellently says the inter-Allied debts were contracted not for the separate advantage of particular States, but for the great end common to all, and this end as a whole has been realized. From the moral point of view this realization would justify an annulment of these debts; at the very least it cannot be alleged that it does not lend these debts a character different from ordinary international debts.

THE GERMAN DEBT.

On the contrary, the reparation debt of Germany is the outcome of wilful and, for the most part, useless destruction and of the payment of pensions which are a charge upon the Allied Governments for the loss inflicted by Germany. This necessary reparation of the damage done must naturally take precedence over every other settlement. For her part France, who of all the belligerent States has been most affected by the destruction of territory, has been compelled by the fact that the payments promised by Germany were not forthcoming to proceed herself to the reparation of her devastated provinces; it is the advances which she has made under this head which are at the present moment upsetting the equilibrium of her Budget; there can be no question of her considering any settlement whatever of the obligations which she contracted during the war, so long as the expenditure which she has incurred and which she will have to incur for the reconstruction of her devastated regions shall not have been covered by Germany directly or by means of an arrangement which would enable her to mobilize as soon as possible a sufficient portion of her debt. But once Germany has acquitted herself of this obligation, which must precede all others, the French Government will not be opposed to the consideration of a general settlement of international debts.

BRITISH CLAIMS.

Besides, when the time comes for the French Government to examine in particular the settlement of the British bill, certain considerations will have to be taken into account before-hand.

In the first place the French Government, which only borrowed from the United States and Great Britain in order to cover her own purchases, and without there being any question of security of a third party, will have to make a distinction between the war debts which it contracted towards those two countries. A portion of its debt to the United States was contracted after the Armistice to cover the purchase of the American stocks, of which delivery was made to the French Government and which it sold again to the profit of the French Treasury; for this operation at least it is a question of a commercial debt. No doubt for the surplus of the American bill against France the same argument should hold as for the other Inter-Allied bills; it cannot, however, be forgotten that the United States went into the war without its existence being directly threatened to defend the principles which lie at the foundation of civilization. England, like France, had over and above this to safeguard not only her independence and her territory, but also the lives, the property, and means of existence of her people.

Next, the amount of the British bill, which, as a matter of fact, is not even yet fixed from the accountants' point of view, can in equity be the object of a revision. Thus, for instance, in the case of food supplies and material, as between the Allies, the British commissariat credited itself with all the deliveries at maximum

(Continued on page 8 of next column.)

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There seems no end to the aftermath of the war. Before August, 1914, some 55,000 Swiss were insured for a total sum of 200,000,000 francs (£20,000,000) in German life insurance companies, which all had offices in Switzerland. Most, if not all, of these companies were well established, and their branches apparently under a certain amount of Swiss Government control.

The German companies seem to have invested a good deal of the money received from their Swiss policyholders in German Government loans, and in marks, and as 100 paper marks are now worth about Fr. 1.10 in Switzerland, the German companies naturally find it impossible to meet their obligations, especially as most of their Swiss policyholders have ceased to pay their premiums in Swiss francs, and, of course, no new policyholders are applying.

The *Neue Zürcher Zeitung*, the leading Swiss newspaper, says that the only proper action for the Swiss Government to take is to forbid all German insurance companies to do any business whatever in Switzerland, or to receive any insurance premiums in the country. All sorts of suggestions, in fact have been, and are being, made as to how to meet this complicated and, for Switzerland, serious situation. Had the matter been dealt with immediately after the Armistice, when the mark was still only about 50 per cent. below par, the policyholders might have even secured a vast amount of loss. As it is, if the German insurance companies in Switzerland now have to be compulsorily liquidated, then it is estimated that Switzerland will have to bear a loss of 70,000,000 gold francs.

prices, raising them in order to make allowances for "departmental expenses," that is to say, general expenses and export duties, levied by the British customs authorities, whereas the French Commissariat, on the contrary, reckoned its assignments to the British Army at the internal tariff paid for the same as between French services, without general expenses or duties. When, therefore, the payments made for the reparation of the devastated regions of France permit of a settlement of the inter-Allied debts, the settlement will have to be preceded by a minute study in order to reduce the amount of the debts to equitable figures established on identical bases. The Government of the Republic asks in this respect to be treated as it treats our common Allies. It does not demand payment of the sums which our Allies owe it; it realizes that morally and materially such a demand would be at the present juncture inadmissible and it does not even dream of presenting it.

While recognizing the spirit in which the British Government desires to discuss the problem of international debts, the Government of the Republic esteems it a duty to call its attention to the foregoing considerations. With these reservations it agrees that the general settlement of these debts, if it were arrived at by mutual sacrifices, would be profitable to humanity.

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MANILA	"LOONGSANG"	Friday	13th Oct.	3 p.m.
TSINGTAU via SWATOW	"HOPSANG"	Sunday	15th Oct.	D.L.
SEANGHAI	"KWAISANG"	Tuesday	17th Oct.	10 a.m.
BANGKOK via SWATOW	"TINGSANG"	Tuesday	17th Oct.	2 p.m.
SANADKAN via HOIHOW	"LEESANG"	Wednesday	18th Oct.	10 a.m.
KUOE	"HOSANG"	Thursday	19th Oct.	D.L.
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"GLENHARRY"	23rd Oct.	LONDON, ANTWERP, ROTTERDAM & HAMBURG
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October 10th.

Kaiyuan, British str., 1,408 tons, Capt. G. S. Crawford, from Shanghai, with a general cargo.—C.M.S.N. Co.

Kwangtung, British str., 1,572 tons, Capt. A. J. Scott, from Bangkok, with a general cargo.—B. & S.

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Macassar Maru, Japanese str., 2,493 tons, Capt. N. Suzuki, from Balikpapan, with a general cargo.—Nanyo Yusen Kaisha.

Atsuta Maru, Japanese str., 4,013 tons, Capt. B. Saito, from London, with a general cargo.—N.Y.K.

Nippon, British str., 1,228 tons, Capt. Harrison, from Saigon, with rice.—B. & S.

Nippon, from Canton.

President Taft, American str., 8,415 tons, Capt. Thos. Blau, from Manila, with a general cargo.—Pacific Mail S.S. Co.

Seitan, British str., 1,121 tons, Capt. D. Thomas, from Saigon, with rice.—H. M. H. Nemaize.

Tai Sze Maru, Chinese str., 402 tons, Capt. Leung Hin Wa, from K. C. Wan, with a general cargo.—Yan Fat S.S. Co.

Tai Sze Maru, Chinese str., from Canton.

Tai Sze Maru, Chinese str., 3,439 tons, Capt. K. Ogawa, from Moji, with a general cargo.—N.Y.K.

Yingchow, British str., from Canton.

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Kaiyuan, for Singapore.

Kwangtung, for Swatow.

Lu-shan Maru, for Swatow.

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Ponglong, for Saigon.

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PASSENGERS.

DEPARTED.

Per P. & O. s.s. *Kaiyuan*, on October 10th:—Mr. G. L. Brander, Mr. Walker, Mr. A. Massars, Mr. Burghard, Colonel Cooper, Mr. D. Zeller, Mrs. M. C. Cole, Mr. J. T. Paterson, Mrs. Moore, Mr. S. J. Rowland, Mr. S. H. Lawrence, Mr. H. C. Zimmermann, Dr. and Mrs. J. Swain, Lt. Col. Hyslop, C.B.E., Mrs. Hyslop, Mr. J. Peet, Miss Hawken, Mr. Bower, Capt. Salisbury, Col. Evans, Mr. J. D. Baker, Mr. D. J. Davis, Mr. W. Sommers, Hon. Mr. C. H. Huston, Mr. A. Nemaize, Mr. and Mrs. W. Neill, Mr. T. Graham, Mr. I. Bell, Capt. Ferguson, Mr. W. H. Bailey, Mr. Pouncey, Mr. Moran, Mr. Costello, Mrs. W. S. Ross, Master J. Ross, Master W. Ross, Master D. Ross, Mr. Jas. Stout, Miss Kingsbury, Mr. Vanderey, Mr. O. Desey, Mr. Lardinois, Mr. O. Thompson, Mr. E. J. Elderkin, Miss A. C. Milne, Mr. A. M. Nemaize, Mr. Dower, Mr. S. Martin, Capt. Mathews, Mr. and Mrs. Moodey and 2 children.

SHIPPING MOVEMENTS.

The s.s. *City of Paris* (Bank Line) left London on October 8th, and is due to arrive Hongkong on November 8th.

The s.s. *Proteus* (Blue Funnel), from Pacific ports left Kuchinotaru on October 8th, and is due here to-morrow at day light.

The R.M.S. *Empress of Russia* left Nagasaki on October 9th, at 9 p.m., and is due at Kobe on October 11th, at 6 a.m.

VESSELS EXPECTED.

Achilles (Blue Funnel), due October 26th.

Akita Maru (N.Y.K.), due to-day.

Aleutian (Blue Funnel), due Nov. 23rd.

Changsha, due October 20th.

Empress of Asia, due October 26th.

Hakone Maru (N.Y.K.), due October 19th.

Osaka Maru (N.Y.K.), due to-day.

President Lincoln (P.M.), due Oct. 21st.

President Pierce (P.M.), due Oct. 27th.

Proteus (Blue Funnel), due Oct. 19th.

Pyrrhus (Blue Funnel), due October 21st.

Wakasa Maru (N.Y.K.), due to-day.

Yangtze (Blue Funnel), due to-day.

WEATHER REPORT.

Oct. 10th, at 11.30.—Pressure has increased considerably over China and moderately from Formosa to S.W. Japan and the Bonins. It has decreased slightly over central Japan.

A strong anticyclone is central over the lower Yangtze Valley.

Strong monsoon may be expected along the S.E. coast of China and over the northern portion of the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 10th Oct., 0.14 inch. Total since January 1st, 67.08 inches, against an average of 78.39 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST:

Hongkong to Cap Rock: N.E. winds, strong; fair.

Formosa Channel: The same as No. 1.

South coast of China between Hongkong and Liancocks: The same as No. 1.

South coast China between Hong-cng. and Hainan: The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 10th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.93	30.10	30.10
Temperature	81	69	75
Humidity	70	73	69
Wind Direction	E. st.	N	N
Force	2	2	2
Weather	b	c	c
Rain	0.00	0.00	0.14

Highest open-air temperature on 9th, 82.

Lowest open-air temperature on 10th, 69.

HONGKONG TIDE TABLE.

From Oct. 11th to 17th, 1933.

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		H'k Standard Time	Height	H'k Standard Time	Height
Wed.	11	11 14	4 9	6 33	2 2
Thur.	12	11 40	7 0	5 44	3 8
		2 54	4 7	7 31	2 4
Fri.	13	12 03	6 9	6 15	4 1
		3 44	4 7	8 44	2 6
Sat.	14	12 11	8 8	10 4	2 4
		4 58	4 8	11 2	2 3
Sun.	15	1 20	6 7	11 2	2 3
		1 53	5 1	10 33	4 4
Mon.	16	4 5	8 8	0 19	2 1
		6 37	5 5		
Tues.	17	6 3	6 9	0 2	3 9
		7 14	5 0	1 2	3 0

CANADIAN PACIFIC STEAMSHIPS LIMITED

CANADIAN PACIFIC FARES TO ENGLAND.

Empress of Canada, Empress of Australia, Empress of Russia, Empress of Asia,

CONNECTING WITH

Empress of Scotland, Empress of France, Empress of Britain, Empress of India.

\$620.50 GOLD.

\$442.84 GOLD.

\$412.84 GOLD.

First Class

Second Class

Third Class

Empress of Canada & Empress of Australia

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Empress of France & Empress of Scotland

Empress of Asia & Empress of Australia

Empress of Russia & Empress of Britain

Empress of India & Empress of France

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Empress of Britain & Empress of India

Empress of France & Empress of Scotland

Empress of Asia & Empress of Australia

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

.. "CITY OF TOKIO" ... 20th Oct. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

& Glasgow.

PASSENGER SERVICE.

.. "CITY OF PARIS" ... mid. Dec. ... Marseilles & London.
 .. "CITY OF YORK" ... beg. Feb. ... Marseilles & London.
 .. "CITY OF SIMLA" ... mid. March ... Marseilles & London.
 .. "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

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REISS & CO., CANTON.

THE BANK LINE LTD.

(Tel. Central 780)

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Joint Service of the

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OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.

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Sailings from Hongkong.

.. "CITY OF MELBOURNE" ... via Suez Canal ... 15th October.
 .. "HELEPHON" ... via Suez Canal ... 9th October.
 .. "KENTUCKY" ... via Suez Canal ... 8th November.
 .. "TEUCER" ... via Suez Canal ... 15th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE LTD., HONGKONG.
 (JOHN SWIRE & SONS, LTD.)
 HONGKONG AND CANTON. REISS & CO., CANTON

M.

SERVICES CONTRACTUELS
 des
 MESSAGERIES MARITIMES

M.

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkg. and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ANGERS	—	—	17th Oct.
AZAY LE RIDEAU	—	—	31st Oct.
PORTHOUS	8th Sept.	13th Oct.	14th Nov.
CHAMBERD	22nd Sept.	27th Oct.	28th Nov.
PAUL LECAT	6th Oct.	10th Nov.	18th Dec.
ANDRE LEBON	20th Oct.	14th Nov.	29th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.

A CLASS (1st Class) ... £133.14s. 0d. B CLASS (1st Class) ... £120. 6s. 0d.
 STEAMERS (2nd) ... £101. 12s. 0d. STEAMERS (2nd) ... £86. 10s. 0d.

RAILWAYS TICKETS ISSUED FOR LEADING TOWNS OF EUROPE.

LIGNE COMMERCIALES (Cargo Boats).

.. "LT. DE MISSIESSY", sailing end October, for HAVRE, DUNKIRK & ANTWERP.
 Sailings and dates subject to alteration without notice.

For further Particulars apply to—

MESSAGERIES MARITIMES CO.,

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3, QUEEN'S BUILDING.
CONSIGNATION—TRANSIT—REPRESENTATION.**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING	Capt. J. S. Thomson	Friday,	13th Oct. at 12 Noon.
HAIFONG	Capt. W. S. Turnbull	Tuesday,	17th Oct. at 1 p.m.
HAIFONG	Capt. W. C. Passmore	Friday,	20th Oct. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Managers

JAPAN COAL

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
 THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.,

HEAD OFFICE—TOKIO.

No. 14, PEDDER ST., HONGKONG.

P. & O. British India Apcar and Eastern & Australian Lines

COMPANIES Incorporated in ENGLAND.

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY
 DIRECT ROYAL MAIL STEAMERS.**
 (Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SICILIA"	6,702	18th Oct. Noon	Singapore, Penang, Colombo, & Bombay.
"MANTUA"	11,000	25th Oct.	Bombay, Mars. India, & Awerp.
"DONGOLA"	8,056	8th Nov.	Marseilles, London & Antwerp.
"KARNATA"	9,000	22nd Nov.	do.
"KARNATA"	9,000	8th Dec.	Bombay, Mars. India, & Awerp.
"KARNATA"	9,000	27th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,330	10th Jan. 1923	do.
"SARDINIA"	6,530	24th Jan.	do.
"NELLORE"	6,530	7th Feb.	do.
"DELTA"	8,097	21st Feb.	do.
"KALYAN"	9,093	7th Mar.	do.
"KASHMIR"	8,841	21st Mar.	do.
"KHYBER"	9,014	4th Apr.	do.

BRITISH INDIA - APCAR SAILINGS

"JAPAN"	6,000	18th Oct.	Singapore, Penang & Calcutta.
"TANDA"	7,000	25th Oct.	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	1st Nov.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. [San Francisco, etc.]
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"NANKIN"	7,000	21st Oct.	Shanghai & Japan.
"KARNATA"	9,000	4th Nov.	do.
"EASTERN"	4,000	8th Nov.	Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Hongkong must defray their own Hotel expenses at Singapore while await in the on carrying steamer.
 First Saloon Passengers may travel by H.B.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.
 Parcels measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
 For further information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

31, Des Voeux Road Central, HONGKONG.

Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—
 Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Saturday, 11th Nov.
 BUENOS AIRES, RIO DE JANEIRO, SANTOS, DURBAN &
 CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.
 "PANAMA MARU" ... Tuesday, 21st Oct.
 BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.
 "HIMALAYA MARU" ... Friday, 12th Oct.
 SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.

CALCUTTA via SINGAPORE & RANGOON.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND JOINTS U.S.A. & CANADA—Passenger Service.
 "ARIZONA MARU" ... Tuesday, 17th Oct.
 NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

"HAYRE MARU" ... Friday, 13th Oct.

NEW ORLEANS LINE via SURZ.

JAPAN PORTS—Kobe & Osaka.

KHEUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KAYO MARU" ... Sunday, 15th Oct.

TAKAO via SWATOW, AMOY.

"ROBU MARU" ... Thursday, 19th Oct.

Tel. Central No. 4090. Y. YASUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "GAELIC PRINCE" ... End of November.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 3185.

Telegrams (Furness).

(Incorporated in Great Britain).

St. George's Building.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
HONGKONG, PAKHOI & HAIPHONG	"KAIPOING"	On 13th Oct. 7 a.m.
MANILA, CEBU & ILOILO	"TEAN"	On 13th Sept. Noon.
TIENSIN	"TIENSIN"	On 13th Oct. 4 p.m.
AMOY & SHANGHAI	"SOOCHOW"	On 13th Oct. 4 p.m.
AMOY	"TAMING"	On 14th Oct. D.L.
SHANGHAI & TSINGTAO	"SUNNING"	On 14th Oct. 4 p.m.
SAIGON	"NINGPO"	On 15th Oct. D.L.
SWATOW & SINGAPORE	"KWANGTUNG"	On 15th Oct. Noon.
SHANGHAI	"CHEKIANG"	On 15th Oct. 4 p.m.
SWATOW & BANGKOK	"KALGAN"	On 17th Oct. Noon.
WEIHAIWEI, CHEFOO & TIENSIN	"KUMINGOW"	On 27th Oct. 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO
 Excellent Saloon accommodation, electric fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three times weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Weehoo.

HANGKOK LINE—Weekly service to and from Hongkong via Swatow.

For Freight or Passage apply to— BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.) Agents.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) Agents.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila, Port Banga, Sandakan & Aus. Ports.
"CHANGSHA"	—	20th Oct. 8 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has special accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reduced Fares for Cargo loaded through to all Australian, New Zealand & Transvaal Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.) Agents.

PACIFIC MAIL S.S. CO.,

MANAGING AGENTS,

**U.S. SHIPPING BOARD EMERGENCY
FLEET CORPORATION.**

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports US\$ 3620.50 First Class
 Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA, MANILA, HONOLULU.

LEAVES HONGKONG ARRIVES SAN FRANCISCO

S.S. "PRESIDENT TAFT" ... Oct. 14th ... Nov. 5th.

S.S. "PRESIDENT LINCOLN" ... Oct. 25th ... Nov. 16th.

S.S. "PRESIDENT FIDELITY" ... Oct. 8th ... Nov. 29th.

Sailings and Fares Subject to change without Notice.

HONGKONG-CALCUTTA SERVICE

CALCUTTA via SINGAPORE, PENANG AND RANGOON.

TAMPA INTER-OCEAN S.S. CO.

For HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

S.S. "ETHANALLEN" ... Oct. 11th.

S.S. "HANOVER" ... Nov. 8th.

S.S. "PATRICK HENRY" ... Dec. 7th.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone Central 141. Cable Address "PACIFIC MAIL" Union Building, Hongkong.

Agents at Canton—REISS & CO.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

.. "KENDAL CASTLE" ... sailing on or about 15th November.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT.

BLACK SEA & DANUBE PORTS.

PIUMS having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

.. "TRIESTE" ... sailing on or about 11th October.

FOR BRINDISI, VENICE & TRIESTE

.. "TRIESTE" ... sailing on or about 28th October.

Passenger Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

.. "EMILIA" ... sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

